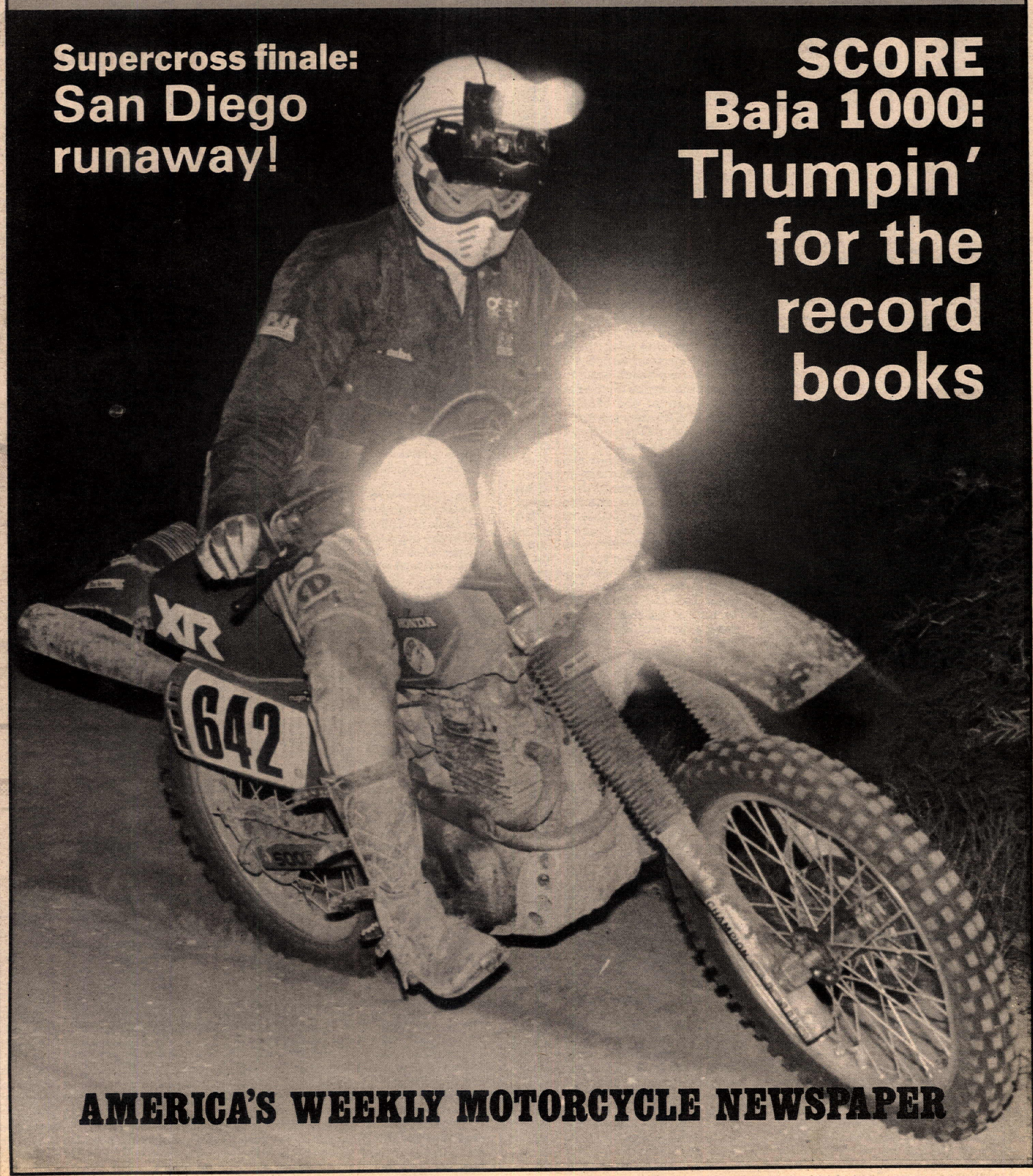
CYCLE NEWS®

WEST Volume XIX : Number 44 : November 17, 1982 85¢



Supercross finale:
San Diego runaway!

SCORE Baja 1000:
Thumpin' for the record books

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP

BY PAPA WEALEY

Along with the other things happening in regards to the *Cycle News* Barstow to Vegas Motorcycle Road Ride and Poker Run is an attempt at a world record. Wheelie King Doug Domokos will point the front wheel of his Honda skyward and proceed to attempt a 100-mile wheelie on the way to Las Vegas. The wheelie will be done to benefit the Ray of Hope charity in Tustin, CA, and prior to B-to-V, both Domokos and speedway champ Bruce Penhall will appear at their Wheelathon special event on Nov. 20.

Our apologies to Honda tuner Steve Carter (*not* Clark) for getting his name wrong in coverage of The Superbikers race, where he turned the wrenches on Danny Chandler's winning mount.

We learned that ABC will telecast the 1982 Carlsbad USGP on Saturday, Nov. 27. Showing of The Superbikers is scheduled for some time in January.

In a move that caught the recipient himself by surprise, the AMA announced that motocrosser-turned-dirt-tracker/road racer Steve Wise was the winner of the AMA Pro Athlete of the Year award. In making the announcement at the AMA awards banquet, AMA Executive Director Ed Youngblood said, "This year there were more deserving candidates for the award than I could possibly list here. However, the recipient, in his first year of such competition, was the Winston Pro Series Rookie of the Year, finished second in the Formula One Series, fifth in the Superbike series and 11th in the Winston Pro Series." Wise, who thought the award he was to receive was the WPS Rookie honor, was asked what the most memorable moment of the season was. Wise replied, "Going 165 mph down a straightaway at Daytona — and then running off onto the grass!"

Humor was a highlight of the awards banquet. Darrell Shultz, while mentioning the people he wanted to thank for helping win the 500cc National MX crown, mentioned Mr. Kezuka, head of Honda's racing department. "I know Mr. Kezuka is really appreciative of me winning the title, so I want to thank him in advance for the new 750 Interceptor." World Speedway Champion Bruce Penhall noted, "I really want to thank the man who made it all possible: Kenny Carter. I'm sorry he couldn't be here with us tonight."

Two days before the banquet, and in a hotel two blocks away, the AMA Board of Trustees held a regularly scheduled meeting and then met with a group of AMA promoters. The promoters had met among themselves the day before, and following a sometimes stormy open session, five promoters representatives met with the AMA Board in closed session. The promoters reportedly asked for a liason committee with the AMA, a racing format in which 125, 250 and 500cc classes would all race 30-minute motos on the same day, suspension of the claiming rule and the full 26-race season. According to John Hasty, the Board's treasurer, this was the position of most of the representatives, although Stadium Motorsports promoter Mike Goodwin wanted an autonomous, rather than advisory, board. "I have no problems with a liason committee," said Hasty, "we agreed that there would be a committee, at least for the meantime advisory, for liason purposes. We told the promoters that there would be a meeting scheduled for December so we can begin to make a decision on how to structure it."

Hasty also said that negotiations with manufacturers are continuing, on two levels. The first level involves the 1983 racing season, the other is over the settlement of the AMA lawsuit against Honda, Suzuki and Yamaha. The negotiations are being carried on among the principals, and although no details can be discussed, Hasty seemed optimistic about a breakthrough on one of the levels. We'll have more details on the issue next week.

1983 may well see R.J. Reynolds involvement in professional motocross. RJR is better known in these shores for the Winston Pro and (now) Camel Pro Series, although they've backed European MX for several years. A proposal now being looked into would make selected MX nationals next year "Camel World Qualifiers," or another name. Top scorers from those events would be picked for the U.S. Trophee and Motocross des Nations squad, with Camel paying the team's way to Europe.

Our thanks to Hi-Point's Dave Duarte for the contribution of $450 in merchandise to our growing list of prizes for the Barstow to Vegas Poker Run drawings. Hi-Point donated four hooded sweatshirts, four hooded T-shirts, four regular T-shirts, a pair of touring boots and a pair of MX boots. Meanwhile, closer to the office, Randall Jordan of the House of Handlebars in Long Beach has donated two $40 merchandise certificates.

DG Performance is having a big warehouse sale on Nov. 13-14, from 8 a.m. to 5 p.m. Their address is 1230 La Loma Circle, Anaheim, CA. The phone number is 714/630-5471.

Rocky Williams, ace Maico tuner formerly with the late Gaylon Mosier, has taken over sole ownership of RG Cycle West, having bought out former partner Guenter Gmelin. Rocky says that RG Cycle West (16868 Stagg St., Van Nuys, CA 91406 213/782-5857) is a full service Maico dealership offering sales, service and state of the art mods for engine and suspension.

***Dirt Bike* magazine's Tom Webb had one heck of a weekend Nov. 6-7, as he won the District 36 Cowbell enduro on Saturday and the D-37 Bad Mountain enduro on Sunday. Jon Miller also had a good weekend, finishing third behind Webb and Jeff Henning at the Cowbell and second ahead of Tracy Walters at the Bad Mountain. Complete coverage in the local sections next week.**

HosPITal STOP: Southern California enduro rider Dan Morgan took a tumble at the District 36 Cowbell enduro on Nov. 6 and crushed a vertabra. Dan should be out of the Adventist Hospital in Ukiah by the time this hits the press, but he could sure use some cheer. He'll be at his home address: 31559 Hwy 18, x33, Lucerne, CA, 92356.

The California Racing Club hosted the San Diego Amateur Supercross at Jack Murphy Stadium the day after the big AMA Supercross and Tracy Meeks (Kaw), Mike Shoemaker (Hon) and Brian Fry (Hon) were the big winners, taking the 125, 250cc and Open Pro classes respectively.

Following Danny Chandler's impressive win in The Superbikers, several of the staffers here thought it would be neat for Honda to enter "Magoo" in the Feb. 6, 1983 TT race in Houston. All agreed that it would be quite a sight to see Chandler performing off the main jump, save for one pundit: "Remember," he intoned, "The Astrodome has a roof..."

The British motorcycle press recently carried reports that Eddie Lawson would be going to Italy to test for Honda. "Is that right?" responded Lawson when we called for confirmation. "I have no plans to do anything like that. As far as what's going to happen next year, I should know by the middle of next week."

Our inside source at the Yamaha dealer meeting in Reno reported that the 1983 dirt bikes will be sold complete with a 30-day warranty. The new 1200cc V-4 Venture will come with a two-year, 24,000 mile warranty.

HosPITal STOP: American Motocross Enterprises promoter Jerry Shore is listed in critical, but stable condition at the Henry Mayo Hospital in Valencia, CA, after an accident during track preparation at Indian Dunes Cycle Park. Shore was just finishing his work when his bulldozer shifted and threw him out over the bucket, rolling up on him and stalling. Track personnel used another bulldozer to lift the first off Jerry and he is now doing his part by surviving two operations. Shore is still in intensive care, but cards and letters would be welcome. Please do not send him flowers as they would disturb him greatly. He can be reached by writing to: Jerry Shore, c/o Henry Mayo Hospital, 23845 McBean Parkway, Valencia, CA 91355.

Larry Roeseler was working a check in the Baja 1000 this year instead of riding. Quite a change for a four-time 1000 winner! It seems that Larry has signed a new multi-year contract for the new year with Husqvarna. Since he was only on a performance deal with Yamaha this year, he asked Yamaha to permit him not to ride in order to prevent conflict with his new employer. Yamaha allowed him to spectate this year. His new job will include the big distance races and more local races. However, he also has the opportunity to progress in the company in the same fashion that Mark Blackwell has.

Thad Wolff and Kevin Davis went out to Orange County International Raceway in California a few days before The Superbikers event to test the bikes they would be riding. Wolff rode his 490cc Maico through the strip in 12.6 seconds at 104 mph. Davis topped that running his 495cc KTM past at 12.1 seconds, 107 mph. They were running on Goodyear dirt track tires.

People have been hearing Papa's pleas for philanthropy in connection with the *Cycle News* Barstow to Vegas Road Ride and Poker Run. He has his squinty eyes on a lustrous new road lumberer and is warmed by those in the industry who care. Among those who care are: John Chase from the Chase Harper Company. They manufacture Compac motorcycle luggage products. He sent over gift certificates for $100 and $50 worth of their products, plus three coupons for 30% off of the price of any Compac product. Marcel Fortney from Yoshimura sent four jackets, six caps and eight T-shirts for some lucky poker player. Charlie Morey of *Dirt Rider* Magazine sent 12 subscriptions to his new magazine. Those should be just the thing for the *Cycle News* reader who needs a little something to read while he waits anxiously for the pesky mailman to make his appointed rounds. Ron Kring of Unique Functional Products donated a Tuff 'N Lite motorcycle trailer that retails for for $369! Winner need only pay shipping, taxes and bribe the governor for the piece of tin with numbers on it. Such a deal! More goodies are on the way from U.S. Suzuki, KV Products and Jardine Incorporated.

International speedway star Bobby Schwartz won the U.S. Long Track Championship held at Ascot Park in Gardena, CA, on Nov. 5. Schwartz took the win with a margin over Lance King and defending champ John Cook. More coverage next week.

Prairie City OHV Park in Sacramento, CA, changed its operating hours as of Nov. 1. The park will now be closed Tuesday through Thursday and will operate from 8 a.m. to dark on Friday through Monday. Day use fees remain at $2/vehicle, $1/minibike and the Sacramento County Department of Recreation wants to remind all OHVers that even 4x4s must bring a helmet to wear or they won't be admitted.

Wise named Athlete of the Year at AMA banquet

(Clockwise from top left) Steve Wise says thanks after receiving Athlete of the Year award from Ed Youngblood. Carroll Chandler gives Donnie and Lisa Hansen a hefty booty. Larry Maiers and the Trophee and MX des Nations team. Brad Lackey relates a story to the crowd, but Bruce Penhall plays it for laughs. Danny LaPorte also had a big grin. All who attended seemed to have a good time.

CYCLE NEWS WEST

America's weekly motorcycle newspaper

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(404) 934-7850.

Cycle News/West (USPS 141-340) is published weekly except the first and last week of the calendar year for $20 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA.
POSTMASTER: Send form 3579 to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.
Subscription rates: One year, second class mail, $20; two years, second class mail, $35; three years, second class mail, $53; 25 weeks, $11. Foreign rates available on request.
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ON THE FRONT PAGE: Al Baker braves the wilds of the Baja Penninsula en route to his Jack Johnson assisted win. Photo by Karel Kramer.

INSIDE

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VOICES

Barstow to Vegas maps available

Recently, I was approached by a BLM official who expressed concern for the welfare of people who may get off the trail and become lost while trying to follow trails from Barstow to Vegas.

My assistance in directing these people was asked for, so I offer this advice to anyone considering making the trip this year who is not familiar with the area. Don't ride alone. Do carry water, a tow rope, matches, and a road flare for signaling or starting a fire, and a map.

I have maps available that show legal existing roads and trails. If you need the map, its yours if you send a self addressed, stamped, business size envelope and a request to: The Phantom Duck of the Desert, 7896 Kempster Ave., Fontana, Calif., 92335.

LOUIS McKEY
Phantom Duck of the Desert
Fontana, CA

Thanks to...

Now that professional dirt track racing is over for 1982, I would like to take this opportunity to thank my sponsors and all the people who were behind me in 1982.

To start off I'd like to thank Steve Storz for building my motors and always having them running, and running fast!

I'd also like to thank Knight Racing Frames, Jack Dannenberg (the tuner on my 250 and 500cc engines), Bill's Pipes, Simpson Helmets, Corona Raceway, Jim Kelly of Harry D. Foster Motorcycles, Ralph Ketchee, and last, but certainly not least, my parents Don and JoAnn.

Thanks everyone! See you next year.

PETE HAMES
Number 87R
Simi Valley, CA

I would like to take this time to express my appreciation for the excellent treatment my brother-in-law Fred Frenzel got from Rescue 3 at the 100's hare and hound. Not only did they pull him out of the sand that morning, but the care he received after breaking his foot couldn't have been better.

I would also like to thank the 100's M.C. for a super ride, one of the best I've ridden in 15 years of desert racing. Thanks to both groups, and there's a little something in the mail for Rescue 3. Fred will be back at the start of the new year, so watch out Novices!

RON COBB
Stump Jumpers M.C.

Welcome back

To San Gabriel Valley Motorcycle Club and AMA District 37: Welcome back to California and Barstow to Vegas for 1983. We have missed your physical support each year at Alvord Rd.

The Phantom Duck and the real core of people that have kept B-to-V alive have every year on Thanksgiving weekend: "Where is SGVMC? Where is AMA? Where is District 37? *Cycle News* is here but they are not!"

Some of us, if not all of us, think you could give up one race in Nevada to support the race we once had and lost.

One fact we must believe is that you chose to run to Nevada each year when we needed you the most.

All of us, I'm sure, would be proud to have you join us this year at Alvord Rd. Wear your club colors, have a fun reunion with us, a safe ride, and do what you should have done eight years ago — *join us.*

RICHARD GERDEL
West Los Angeles, CA

B-to-V

If you are planning to ride from Barstow to Vegas on Nov. 27, 1982, the Saturday after Thanksgiving, you need to plan ahead and make your hotel reservations in Las Vegas now. It is extremely difficult to secure lodging for one, even two nights on Thanksgiving weekend. As we have seen through the ads in *Cycle News*, Circus Circus is co-sponsoring the event, the road ride, with *Cycle News*. It is imperative that the ORV communities support both entities in any way possible, they are doing their best to support us.

There are those in off-roading circles which would lead us to believe that a trail ride would seriously jeopardize any chance for a legal B-to-V race to take place. The problem is, we have been promised a B-to-V race "next year" for the past four years. Every year BLM and others suggest that it is best to let the "Barstow to Vegas trail ride" die. They don't want us to upset BLM. BLM has played cat and mouse long enough. The fact of the matter is, the only way that we got this far is to stand up to BLM and tell them how we feel, and the trail ride is living proof of how we feel. Each of us must do what we believe in.

The B-to-V trail ride may run legally if groups of less than 50 are maintained. I will personally be riding for the group which is less than 10, perfectly legal. You make your decision, I see this is my chance to thumb my nose at BLM, legally!

Keep the feathers flying!

SON of DESERT DUCK

B to V dedication

It was Halloween weekend. I was at home and received a call from my best friend's mother. She said that her son Per (pair) had been in a car accident and he was in critical condition, having had brain surgery and now in a coma. I was really shocked when I heard this.

The surgery was successful and he is still in critical, but stable condition.

It has been a week now and he's still in a coma. I finally got to see him and when I spoke to him his blood pressure went up slightly, which is a good sign because I know he can hear me.

Before Per's accident, he would go riding in the desert just about every weekend, or he would be skiing during the winter. Riding or skiing, Per is a great friend and others would agree.

I myself have been laid up with a broken leg for almost a year, from skiing — not a motorcycle. I am going to ride the Barstow to Vegas run through the desert and dedicate it to Per. I'm going to try my best to make it, no matter what happens.

I made a deal with Per that when I *make it* from B to V he will also *make it* out of his coma.

I also am sending another donation in Per's name, so that when he comes around the desert will still be there for him to enjoy.

JOHN CARVER
Simi Valley, CA

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

Next week: **Long Track Speedway Final**

TEN YEARS AGO

The Trans-AMA's weekly MX bout was held on the turf of Carlsbad Raceway; a preliminary event before the organizers could get a 500cc MXGP sanction. The surprise of the day was when Kawasaki-mounted American **Brad Lackey** grabbed the holeshot in the first moto and held on for three laps before being passed. Husky's **Heikki Mikkola** won the moto over **Ake Jonsson** (Mai), but Jonsson won the second round for overall honors. (As an FIM warm-up, this race ran two 45-minute motos instead of the three motos run in other Trans-AMA events.)**Roger DeCoster** (Suz) finished 3-2 for second overall. Mikkola was third with a 1-4, and Lackey was top Yank with a 6-7. **Bob Grossi** (Hus) took the Support class in front of **Greg Robertson** (CZ).

The Mexicali-to-La Paz Baja 1000 saw a new motorcycle record set as **Rolf Tibblin** and **Gunnar Nilsson** recorded a time of 19 hours and 15 minutes while taking the motorcycle win on their 450 Husqvarna. Tibblin rode the first half of the 912-mile race, and Nilsson diced with eventual overall winner **Parnelli Jones** and his monster Ford Bronco in the second half. Second motorcycle went to the 400 Suzuki of **Ron Bishop** and **Don Bohanon.** Third bike in was another big Husky; this one was ridden by **Mickey Quade** and **Bruce Dunford. Steve Hurd** and **Eric Jensen** pushed their DKW to finish fourth overall, first 125cc.

Dave Miller won the 125cc Senior class in an AME motocross at Osteens Park. **Tim Battenschlag** was the 125cc Senior victor, and **John Fackler** bested the big bores. Future MX star **Gary Denton** won the 100cc Beginner clash, but the 250cc Junior winner was future flat tracker **Dennis Briggs.**

Tim Hart won both the 125 and 250cc Expert classes at CMC's weekly Ascot night MX, and then finished second to **Bill Payne** in the 500s. The 250cc Intermediate class was a Maico sweep, led by **Mike Bell.**

Class C guys like **John Hateley** and **Dave Aldana** took on Class A racers like **Mike Bast** and **Danny Becker** in a speedway race on the half mile oval of Ascot Park. In the Scratch main, it was Bast winning, but Aldana finished second over **Bill Cody** and Becker.

Ron Self (Mai) won the 250cc Expert class of a Sunnyvale, CA, motocross over **Parry Klassen** (CZ). Self went on to finish first in the 500cc Experts ahead of **Henry Halbach** (CZ).

Rick Hocking and **Cory Pax** teamed on a Honda four-stroke to win 250cc honors in a marathon at Champion Raceway in San Francisco, CA. The Open class fell to **Mike McQueen** and **Darrel Courtwright** on a Husky.

A few bombs were dropped at the Tokyo Motorcycle Show. Yamaha unveiled a Wankel-engined machine, dubbed the RZ201. It was water-cooled, displaced 660cc with a claimed horsepower of 68, and sported three disc brakes. Honda debuted a 125cc trials machine named the Bials. •

Here comes the Wrangler Supercross Series!

The Wrangler brand is proud to be the 1982 sponsor of the AMA sanctioned Supercross Series. Daring, demanding, adventurous. That's the Supercross spirit. And that's the spirit of the Wrangler brand, too. So come on out and watch the riders compete for points in the $75,000 Wrangler Supercross Point Fund.

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Event	Stadium	Date*
Anaheim, CA	Anaheim Stadium	1/30
Seattle, WA	Seattle Kingdome	2/13-14
Atlanta, GA	Atlanta /Fulton County Stadium	2/27
Daytona Beach, FL	Daytona Intl Speedway	3/6
Houston, TX	Houston Astrodome	3/19-20
Pontiac, MI	Pontiac Silverdome	4/24-25
Kansas City, MO	Arrowhead Stadium	5/8
Los Angeles, CA	Los Angeles Coliseum	7/17
San Diego, CA	San Diego Chargers Stadium	11/6

Supercross Riders. They're some tough customers.

*Dates subject to change.

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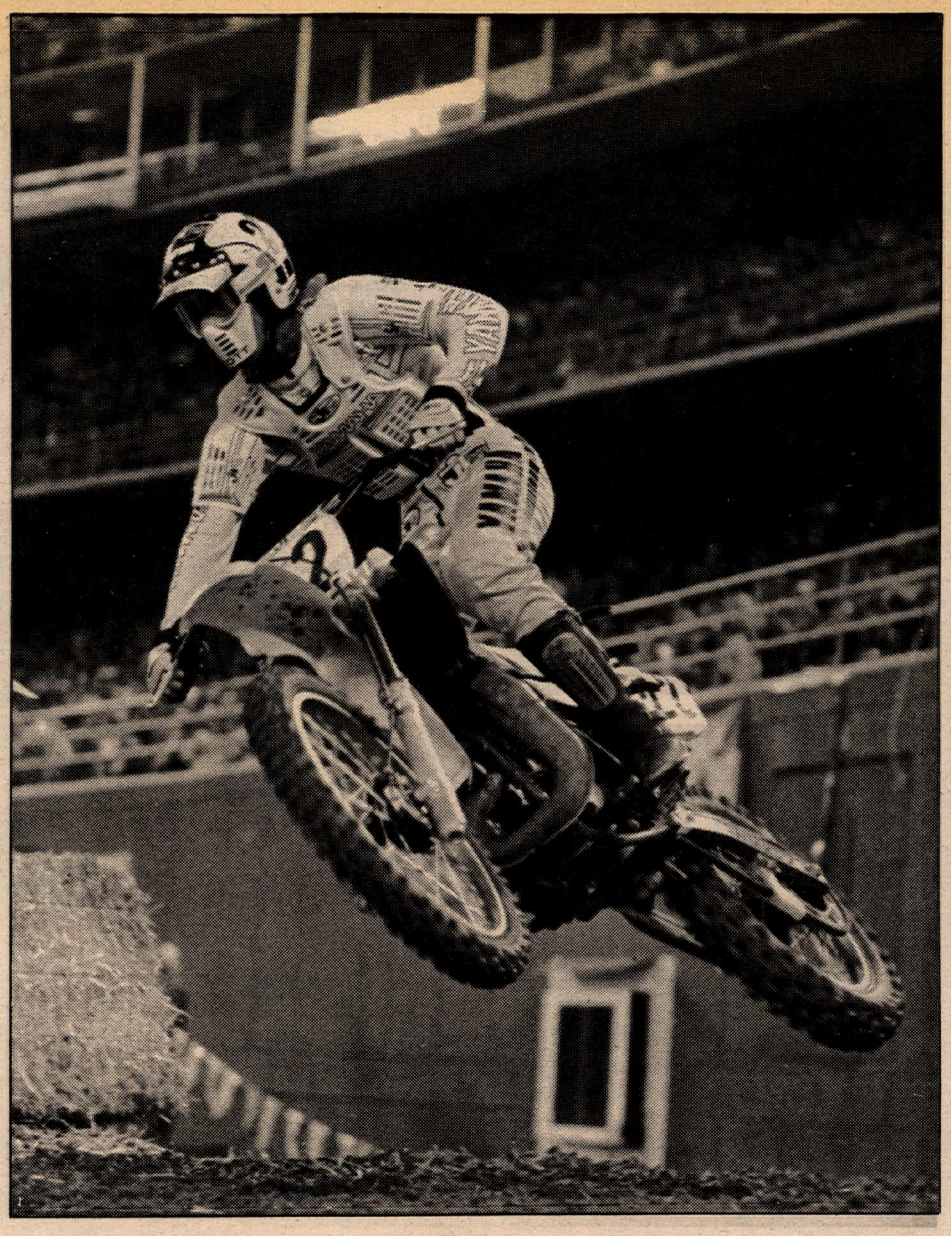
Broc Glover (6) leads Team Honda at the final's start.



Rick Johnson flew to second place in the final, his best Supercross finish.

AMA/Wrangler Supercross Series: Final round

Glover the 'goodbye guy' in Supercross Finals

By Dale Brown
Photos by Karel Kramer and Pam Hardin

SAN DIEGO, CA, NOV. 6

"I rode like hell," was the way Yamaha's Broc Glover described how he disappeared from the field at the start of the Miller High Life Supercross Finals, en route to a runaway win. Teammate and fellow El Cajon resident Ricky Johnson came from sixth off the start to a solid second, with Honda's Johnny O'Mara, David Bailey and Jim Gibson filling slots three through five.

"I rode really hard at the beginning of the race," said Glover after it was over, "and then I just got to ride around in the next half. That was kind of nice. I was getting nervous, though. I haven't won a Supercross since last year." The bikes that Glover and Johnson rode were 1983 YZ250K production models, with Glover's scheduled to be raffled off after the event.

A crowd of 41,688 were on hand to view the event, with promoter Mike Goodwin claiming beforehand that he had to spend an extra $28,000 to combat rumors that the factory teams would not participate. They were there, with Kent Howerton making his Kawasaki debut. The "Rhinestone (or Jadestone) Cowboy" qualified for the final and finished 10th.

While Johnson had few problems in finishing second, O'Mara was battling pain from an earlier foot injury. "When I was in Japan three weeks ago, I broke a bone on the top of my foot and I haven't ridden since then. The jumps here are so tall that it hurt every time I landed. I don't think I rebroke it, but it probably isn't healed all the way yet."

The winner of the previous Supercross round in Los Angeles, Yamaha's Mike Bell, jammed his knee in practice and was unable to compete.

Qualifiers

Glover showed his evening's intentions in the first qualifier as he jetted his Jon Rosenstiel-tuned mount to the first turn ahead of Honda's Kenny Keylon and privateer Yamaha pilot Jimmy Holley. Kawasaki's Jeff Ward was quickly up to third and dicing with Keylon.

Glover waited a lap or so, then kicked in the afterburners to open up a big margin. Keylon and Ward went at it for two laps, almost colliding a couple of times before Ward got by just before the uphill leading to the "Wrangler Corral," a section of the track up through the stands of Jack Murphy Stadium. Behind them, Suzuki support rider Clint Hardick had overtaken Holley for fourth and the final direct transfer to the National. So the heat ended with Glover amassing a solid lead over Ward, who held a comfortable second. Keylon, Hardick and Holley closed it up in the final three laps, but the order held and Holley found himself headed for the first semi.

The factory Suzuki of Mark Barnett hit turn one first in the second heat. One turn later, however, it was the factory Honda of David Bailey in the lead, and Yamaha privateer Pete Snorteland in third. Kent Howerton and Marty Smith, who was riding a new 198cc Cagiva, were running 6-7 in the early going.

Bailey started building his advantage as soon as he took it, and was not significantly threatened in the remaining nine laps. Ditto for Barnett in second. The real battle was for third. Snorteland held it initially, but then was passed on the same lap by Suzuki-mounted Andy Jefferson and Howerton. Jefferson, one of the relatively few black professional motocrossers, held off Howerton for two tough laps. The Texan finally got by, but Jefferson stayed with him. They were soon joined by Scott Burnworth, who had gotten hung up in first lap traffic. The three bunched up in the final laps, and Burnworth soared into fourth as the white flag came out over the finish line jump. But Jefferson was not to be denied, and passed right back to hold fourth at the checkered flag. Burnworth, in one of his last rides on a Yamaha before going to Suzuki next year, would have to try again.

The third heat featured the toughest line-up of the evening. Continuing to ride his hot streak, Honda's Danny "Magoo" Chandler nailed the lead off the start with Honda's Steve Martin, Suzuki's Warren Reid and Yamaha's Ricky Johnson jammed in behind him. Reid made a brief move into second, but for the first three laps the order was Chandler, Martin, Reid and Johnson.

On the fourth lap, Johnson flew past Reid on the start straight. A lap later he went by Martin and Chandler within two turns of each other to take the lead. While Johnson was on the move, Johnny O'Mara was recovering from a slow start. By lap six he was involved in a fight over second that was being waged by Chandler, Martin, Suzuki's Alan King, and Reid.

(Above) Jeff Ward leads Mark Barnett and Kenny Kenyon.

David Bailey (23) rode hard and diced with Johnny O'Mara (9) but ended up behind him. (Top left) O'Mara rode to third with an injured foot.

Barnett flies in the final.

Marty Smith (14) debuted the new Cagiva in his return to racing.

O'Mara took over second for good two laps from the end. Chandler held on to third, with Reid fourth over Martin and Honda's Chuck Sun. King lost valuable time when he had to stop and adjust his shift lever. In a crowd-pleasing display, the top three riders tried to outdo each other in clickers over the finish line jump while taking the checkered flag.

The fourth heat was a wire to wire Jim Gibson show. In his last ride for Honda, Gibson took the lead out of the gate, trailed by Kawasaki's Goat Breker. Other riders ran into trouble, with Kawasaki's Tom Benolkin held up in the gate and Phil Larson and Jimmy Weinert among the victims of a first turn pile-up.

Breker stayed with Gibson for three laps, but then Gibson ran uncontested to the flag, as did Breker. Yamaha support rider Scott Manning ran third in the first half of the race before losing the position to Texas Honda rider Dan Conway. Conway held his position to the end, but behind him Larson, Jimmy Ellis and Benolkin were all recovering from the first lap headaches and were closing . With four laps remaining, Larson grabbed the last transfer and seemed to have it in the bag. But on the last lap, Ellis made his move and took fourth.

Semis

Burnworth didn't waste his second chance and led the first semi start to finish, pulling out a big lead over Jim Holley. Holley only needed to finish second and that's what he did. Third was a battle between Snorteland, Eric McKenna (before he crashed), David Gerig and Clark Jones. Jones finished in the position, but only the first two were given tickets to the final.

The second semi was a similar story, with Chuck Sun out front all the way. Alan King was in second all the way, after Steve Martin crashed on the second lap. (Martin appeared shaken, but walked away.) Denny Bentley (Suz) wound up third with Juan Benavidez fourth. Up front, King pressured Sun in the last two laps, but the positions didn't change.

Consolation

A Mini Expert exhibition race during intermission saw Yamaha-mounted Bobby Moore take the win with a last lap pass over Mike Healey (Hon). The consolation was to have run next, but a malfunctioning gate led to a red flag and repair work on the gate.

To fill the time, a three-lap exhibition race between Brad Lackey, Steve Wise, Doug Domokos, Preston Petty and Goodwin was run. Wise and Lackey were both given a three-quarters lap handicap while the others started. Domokos and Petty gave acknowlegement of who was running the show, taking each other out on the uphill and handing the lead to Goodwin. Wise caught up to Goodwin on the last lap. Instead of sending Goodwin packing the way the promoter arrived (via ambulance), Wise toyed with him and it finished up a virtual dead heat.

When the consy restarted, Suzuki support rider Gary Denton repeated his earlier holeshot and led for two laps. A mistake on the third dropped him three positions and handed the lead to Suzuki's Denny Bentley, who then took it on in. Honda's Ron Turner was second with Juan Benavidez (Yam) third.

Final

Glover's last Supercross win was here a year ago, and he made it clear he enjoys performing for a hometown crowd. Glover took the lead off the gate, with a Honda platoon of Chandler, O'Mara, Keylon and Ellis packed in next. Ricky Johnson got a good start, but, "I was fifth, but then a few riders drifted into me on the inside and got ahead," said Johnson.

By the end of a lap, Glover had already broken away from the pack consisting of O'Mara, Chandler, Keylon, Jeff Ward, Mark Barnett, David Bailey, Ellis, Johnson and Scott Burnworth.

On the next lap Glover had a four-second margin over O'Mara. Bailey and Johnson then got busy, with Bailey passing Barnett, Ward and Keylon to occupy fourth and Johnson passing Barnett.

At the one-quarter mark Glover had already built his lead up to over 10 seconds. Bailey was third, behind O'Mara and ahead of Chandler, Johnson, Keylon, Ward, Barnett and Burnworth.

The next five laps featured an intense duel between O'Mara and Bailey for second, with Johnson advancing to fourth. Bailey knocked on O'Mara's door several times, but couldn't seem to find the key to getting by.

At the halfway point, Johnson moved within striking distance of the two Hondas. Then the "Too Hipp" kid struck on the 11th lap, passing Bailey in a sand whoop section and taking O'Mara up in the Wrangler Corral.

Fifth was occupied by Ward, with Barnett, Jim Gibson and Chandler trailing. Keylon had dropped back with mechanical ills.

At the three-quarters mark, Glover still had his 12-second lead and opted to ride conservatively the final five go-'rounds. "I rode pretty conservative. I knew I had 10 seconds and it would be awfully difficult to make up two seconds a lap."

Johnson did close quite a bit of the gap, but there was no chance of overtaking Glover in the time remaining. O'Mara and Bailey were still behind him, keeping a steady distance. Barnett advanced to as high as fifth on lap 15, but then fell and lost four positions. Gibson then took over the number five slot to finish in front of Ward. Warren Reid worked up to seventh, followed by Chandler, Barnett and Howerton. Burnworth and Breker were next, with Hardick the first non-factory entrant at 13th.

While Glover was obviously pleased with the win, Johnson's runner-up placing was his best Supercross finish to date. "I had the toughest qualifier, and when I won that I was really excited. Once I got a rider between me and Barnett, I felt more comfortable, the lines started flowing and I got around Bailey and O'Mara."

"It went all right," said O'Mara, resting his foot. "I got a good start and just stayed there — Johnson was the only one who passed me. It could have been a different story if my foot didn't hurt so bad."

"The start went as bad as it could possibly go," said Bailey. "I knew there was no chance of winning unless I got into the top four in the first few laps, so I went like a bat out of hell and was hanging onto the bike like a flag. I got up behind O'Mara and couldn't seem to get around him even though I tried everything. Once Johnson got by, everything went downhill." •

Results

FINAL: 1. Broc Glover (Yam); 2. Ricky Johnson (Yam); 3. Johnny O'Mara (Hon); 4. David Bailey (Hon); 5. Jim Gibson (Hon); 6. Jeff Ward (Kaw); 7. Warren Reid (Suz); 8. Danny Chandler (Hon); 9. Mark Barnett (Suz); 10. Kent Howerton (Kaw); 11. Scott Burnworth (Yam); 12. Goat Breker (Kaw); 13. Clint Hardick (Suz); 14. Chuck Sun (Hon); 15. Jimmy Ellis (Hon); 16. Jim Holley (Yam); 17. Andy Jefferson (Suz); 18. Kenny Keylon (Hon).

AMA/WRANGLER SUPERCROSS SERIES; FINAL POINT STANDINGS: 1. Donnie Hansen (257); 2. Mark Barnett (241); 3. Johnny O'Mara (217); 4. Jim Gibson (199); 5. Broc Glover (190); 6. Darrell Shultz (157); 7. Warren Reid (153); 8. Jeff Ward (144); 9. Bob Hannah (137); 10. David Bailey (123); 11. Rick Johnson (120); 12. Goat Breker (101); 13. Scott Burnworth (93); 14. Kent Howerton (86); 15. Steve Martin (75); 16. Tom Benolkin (70); 17. Mike Bell (65); 18. Jimmy Ellis (62); 19. Chuck Sun (58); 20. Kenny Keylon (50).

Co-winner Jack Johnson burns knobbies away from the start line on the Johnson/Baker XR500 Honda.

Pernod/Score Baja 1000

Baker/Johnson thump Pernod/ SCORE 1000

By Karel Kramer

ENSENADA-LA PAZ, B.C., MEX., NOV. 3-4

Moments after the sun peeked into the Baja California town of Ensenada, Nevada ironman Jack Johnson became the third rider to leave the start line of the SCORE-sanctioned, Pernod-sponsored Baja 1000. Three-time 1000 winner Johnson and 1975 winner Al Baker swapped their pre-production 1983 Honda XR500 twice, and 17 hours, 25 minutes and 27-some-odd seconds later Baker crossed the finish line in the Mexican resort and sport fishing town of La Paz. Baker claimed weariness, but appeared fresh as he rode past the impound area and up the stairs parking his Honda in the lobby of Ensenada's Gran Baja hotel, passing in the process the SCORE officials scurrying to the finish line to assist the skeleton crew sent when word came by radio that Baker would arrive nearly an hour before the finish was due to open. Baker/Johnson were also the overall winners; besting first four-wheeler the Mickey Thompson-Terry Smith Class 1 VW buggy, by approximately two hours and 20 minutes. This marked the first time that SCORE originator and chairman of the board Thompson has won his own race, or for that matter, finished.

Last year's 1000 winners finished in the runner-up spot as they did in '79, the last time the legendary Ensenada to La Paz point to point course was used. Scot Harden and Brent Wallingsford shared an '83 Husqvarna 500XC that was the only vehicle to be within striking distance of the leaders. They stayed within 10-15 minutes of the leaders until a bum ignition put them down 46 minutes of real time and 30 seconds more than that in race time by check six. Harden/Wallingsford were a total of 50 minutes behind in real time by the finish.

As in 1979, the third vehicle and third bike was a 250cc Class 21. The flying Pfeiffer brothers, Kent and Scott, crossed the line in 19 hours, four minutes and change. Since they were the first starters in their class, there was no doubt of their instant first in Class 21 status.

Rick Shirey/Mike Goodwin were the first Class 30 racers across the line. Their 490 Yamaha was sixth across the line behind Thompson and the third Class 22 (Open motorcycle) team of Denby Dailey/Ted Van den Raadt.

Casey Folks gave all the credit of the Class 38 (motorcycles with riders over 38) win to finish rider Max Switzer. A sheared flywheel key put the team down an hour at the start, and they still had an hour or so deficit when the rider change came. Switzer rode the remainder of the race after missing Folks at the next designated change. Switzer took the lead and won by an hour.

The well organized Honda team picked up another class win in the 125cc Class 20. The Honda was in the hands of Bill and Peter Postel with Kevin Hopkins.

Honda also won the three-wheeler class with all three 1983 ATC250R entries finishing and only Honda's entered. Dean Sundahl and Curtis Sparks shared the winning machine.

The Matt Landfield/Trace Willis Yamaha was the first bike to leave the start area at 5:59.30 and head toward check one at El Rayo, running a short way on pavement twice during the southeasterly course. Unfortunately their XT 550 Yamaha did not make the third check.

Jack Johnson blitzed through the check in the physical lead and actual lead 46 minutes later. Brent Wallingsford and the Landsfield/Willis Yamaha hit the check together physically in second place, but in actual elapsed time, the 250 Yamaha of the Pfeiffer brothers was in second place. Third on time was a tie between Class 22 teams Dan Ashcraft/Tom Kelly aboard a Husky and eventual third overall finishers Van den Raadt Dailey. A Class 30 team was also tied for third, the team of George Earl and Richard Jackson, which is not really surprising since the leading team of Johnson/Baker qualify for Class 30. The Ron Bishop/John Watkins Yamaha hit the check in the lead physically and in time for Class 38, taking five minutes longer than Johnson.

Donnie Morrison was first Class 20 on the Morrison/Kurt Pfeiffer YZ125.

In the El Rayo area, Team Honda motocross manager Dave Arnold, teamed with National Champ Darrell Shultz's mechanic Chris Haines in Class 22, crashed his, what else, Honda CR480R between 80 and 90 miles per hour while running fairly well. He said of the first leg, "We had a lot of problems, I seized it on the highway and had to ride to San Felipe. I rejetted there." Arnold broke a bone in his hand and bruised himself up, but rode another 250-300 miles.

Apparently only one team, a Mexican 125cc entry, failed to make the first check. The rest of the teams headed nearly dead south towards the second check at Mike's Sky Rancho. The course threaded through several little villages, crossed Mexico Highway 3 at Valle de Trinidad then on to Mike's.

The French team of Thierry Charbonnier/Daniel Chabanette blistered to the second check with the fastest time from check to check by 20 minutes over Johnson, but they were not in contention for the lead. The burst of speed did not carry to the next check. Johnson was still well in the lead, coming in at 8:14 a.m. Wallingsford and Kelly were tied in second on the same minute — four behind the Honda — but were two minutes apart in real time. Dailey had dropped 10 minutes off the pace in real time.

Jackson was about four minutes off the best Class 22 pace, but was still clenching the Class 30 lead three minutes ahead of Bell/Drean who were in at 8:44 a.m. Eventual class winners and runners-up were 10 and 15 minutes off this early pace.

The Bishop/Watkins versus Davidson/Grant Yamaha/Husky battle was still leading separated by three minutes. Class winner was still 40 minutes off the leader's pace.

In time, the Pfeiffer brothers were still second overall with only the Jeff Kaplan/Bruce Ogilvie Honda close behind their Yamaha. The French female team of Paris to Dakar class winners Christine Martin/Veronique Anquetil were running an hour off the pace, but would eventually finish third in class and were an hour and a half ahead of eventual second place finishers Dale Vranckx/Blair Sharpless, a Kawasaki entry from Canada.

Class 20 was still a paint-trader between Hopkins and Morrison. A Mexican Honda entry was within seven minutes of the two leaders.

After the second check was the venue of the first amazing Baja stories to filter back. Kinney Jones went over the bars on the Diablo dry lake. He woke up, figured that he had lost about 10 minutes, picked up the bike and rode the roughest part of the course, the Three Sisters. The Three Sisters area is a giant rock pile that SCORE president Sal Fish said in riders' meeting was the worst it had been in 13 years. Jones apologized for being late then drove home to Riverside. He could not get out of bed the next morning and went to the hospital to learn of two broken vertabra through X-rays. He commented from his hospital bed that it was worth it.

Fast riders were into check-three at San Felipe nearly an hour after leaving check two. Johnson was there in 59 minutes. Kelly an hour and Harden four minutes more than that. The injured Arnold was in in an hour also.

The Steve Bell/Gary Drean Honda set fast class pace to the third check, clocking a one hour and four minute arrival. Previous leader Jackson lost four to five hours machining a 430 Husky piston to fit a 500 Husky before taking the bike to his partner and was way down at this check.

Class 38 was tightening instead of spreading as every entry still running (six) was within 45 minutes of the others with four teams within five minutes. In elapsed time, the Bishop Watkins team was leading.

Class 21 was still a Pfeiffer/Yamaha versus Kaplan/Ogilvie/Honda affair with the Honda actually ahead a shade on time. The three 125cc teams that were close at check two were closer with all three within eight minutes of the the others.

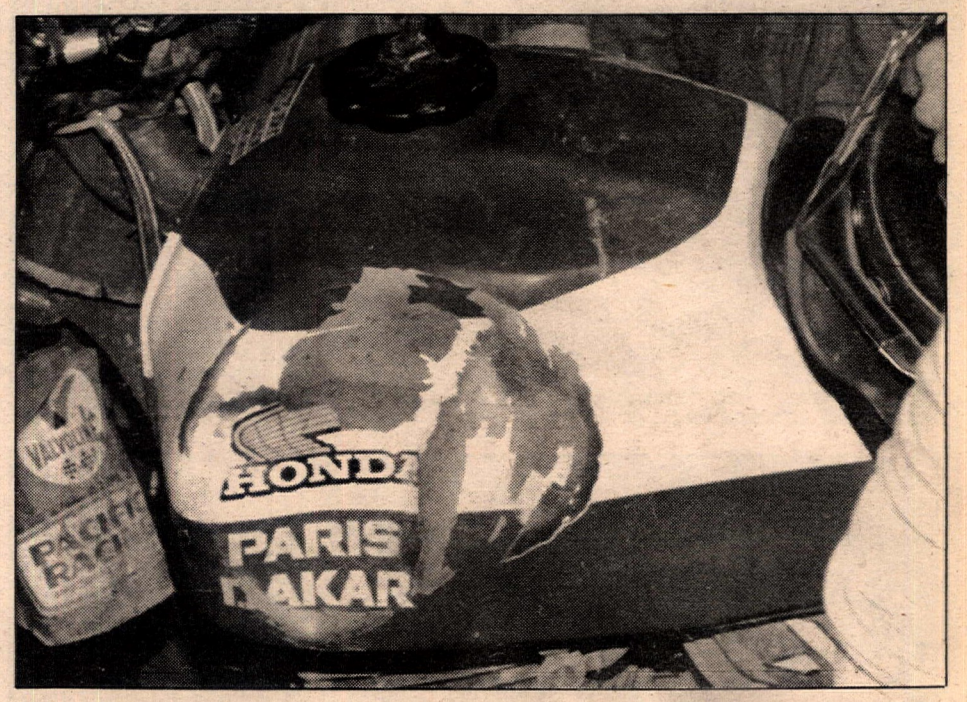
From San Felipe and check three the course wound down the eastern coast before heading inland toward El Crucero where check four was to be found.

The ranks were beginning to thin by check four at where the course took off across the peninsula to join the highway for a long stretch of pavement after El Arco, where the fifth check was placed. El Arco was also the halfway point and where most two-man teams would change riders. Before check six the battles would widen in Class 22. Scot Harden had the ignition in his Husky go out, but knew it was a weak area and had a spare in his fanny pack. He lost around 40 minutes to the speedy Honda team. The Australian team of Philip Lovett/Peter/Geoff Curtis seized their KTM and found a man willing to loan a top end from his KTM — quite likely the only other KTM 495 in Baja California. Dan Ashcraft was really having problems. At the finish he explained his delay, "My partner got a flat in the Three Sisters and lost about 25 or 30 minutes changing it on the course. Then I got on the bike; I rode about 10 miles and I got a flat. I didn't have a tube so I rode for 35 or 40 miles on a flat. Every pit we worked on the bike for about 10 minutes. Finally, my pipe cracked and melted a hole in my gas tank and all the gas leaked out. After trying to fix the tank for two hours I bummed a tank from a guy, but it was a three gallon tank so I had to carry gas." Ashcraft/Kelly still managed fourth overall. Lee Scheffers had crashed the Scheffers/Stearns 480 Honda and then the bike had ignition trouble. The check four to check five section was difficult, taking the fastest riders nearly three hours. Three teams were checked in during the 15th hour, race time, in Class 22, plus the Class 21 Pfeiffer brothers. They were only 10 minutes out of second overall. Honda mechanic Chris Haines set fast time between the two checks, clocking in three minutes faster than the leading Honda. Haines was riding the last 650 miles alone due to teammate Arnold's hand — which contained a broken bone after his crash and swelled to the point of uselessness.

In Class 30 things were getting hot between the two teams in contention for the lead. Mike Goodwin had taken command of the Shirey/Goodwin Yamaha and was closing on the Steve Bell and the Bell/Drean Honda. The action was cut short as Goodwin met Bell going the wrong way in the fish camps below San Ignacio. Goodwin had a strategy he recalled at the finish, "A lot of people were lost on the tidelands, but I knew where I was going. I cleaned house through there. I met Bell and he and I rode side by side for seven miles till I got him to the Honda pits. I took off and noticed six or seven guys following me so I took a zig zag through all that stuff. I think I got a lot of people lost, but so was my competition!" Bell was not competition for long as his lights went out and he crashed heavily, damaging some ribs, a shoulder and a Honda. That put his team out.

Racing in Class 38 had been tight at check three, but by check six it was a new story. The Folks/Switzer Husky was an hour down and the Bishop/Watkins Yamaha and the Davidson Grant Husky were close. The Yamaha would soon drop from the race. Between check six and check seven, Switzer made up the deficit, then made up the winning time in the last section before the finish. For Class 38 the racing was essentially over.

The tight battle for the supremacy of Class 21 was over by six after the challenging Honda dropped from



(Top) Scott Pfeiffer gets congratulations on his co-win. The crowd was enthusiastic. (Above) A casualty.

(Clockwise from bottom left) Class 30 co-winner Rick Shirey leaves the line. Class 38 co-winner Max Switzer. Class 20 surviving Honda 125. Female French team Martin/Anquetil were the only lady finishers.

contention with mechanicals then lost the transmission 100 miles from the finish. The Pfeiffers stretched their winning margin to four hours in the final checks, but lost the chance they had at second overall when Scott began experiencing light difficulties. Scott finally lost his lights about 10 miles from the finish.

Class 20 was also a shut case. Peter Postel had watched Kurt Pfeiffer banzai down the wrong trail at a fork in the road. The Yamaha also had light trouble which dropped them an eventual hour and a half off of the winning time at the finish. Only two of the tiddlers made the distance, so that class was settled also.

The last few section of the race were described by riders as fast and smooth. Lighting troubles were the main difficulties that caused loss of time. By check seven, Baker was aboard the thumper and 45 minutes in the lead. Scot Harden was fighting the problems that plagued him and was not letting the Husky fall back quickly, but Ashcraft was plagued by so many things that the Denby/Van de Raadt Honda was creeping closer and would take third.

Among the riders that did have trouble with this section was Haines. He seized the Honda's engine and had to push the bike to the next Honda pit. Dave Arnold came along with a new top end and the transplant was performed. Arnold and company headed for the finish, while Haines tried in vain to escape the pit. He seized the motor twice more and returned 30 miles each time to install yet another new top end on the bike. He also lost fifth gear. Then while about two hours from the finish, "I almost had a head-on with a Baja Bug, said Haines at the finish line, "When he saw me he swerved, when he swerved he got sideways and clipped a tree when he was about 20 yards away and rolled. When the Bug rolled past I lifted my leg to miss it. My heart was going! I read about things like that, but..."

Winner Baker did not come through unscathed either. "I did hit a small cow," he admitted, "when I came up to it I had the choice of throwing the bike down or breaking the lights out on the cow. I slid the bike down and threw my body out like a body block and hit the cow. I rolled around on the ground and when I came up, everything was quiet and dark. I jumped on the bike, but saw a guy with a signal light down the road. I stopped and asked him which way to La Paz, and got going again." He gave much of the credit for the win to Bob Balentine, who worked a pit for Baker, and co-rider Johnson. Johnson said that when a ride went as smooth as theirs, it was hard to beat. The competition would surely agree to that. The win put Johnson in the books as one of two riders to ever win the Baja 1000 four times. He joins Larry Roeseler in that niche, which is fitting as Johnson won three of those races co-riding with Roeseler.

In all, riders from Australia, France, Mexico, Canada and the United States competed and finished. ●

Results

CLASS 20: 1. Peter Postel/Kevin Hopkins/Bill Postel (Hon); 2. Kurt Pfeiffer/Donnie Morrison (Yam); 3. Francisco Castro/Alfonso Castro (Hus).

CLASS 21: 1. Kent Pfeiffer/Scott Pfeiffer (Yam); 2. William Boyer/Steve Gildea (Hon); 3. Dale Vranckx/Blair Sharpless (Kaw); 4. Christine Martin/Veronique Anquetil (Yam).

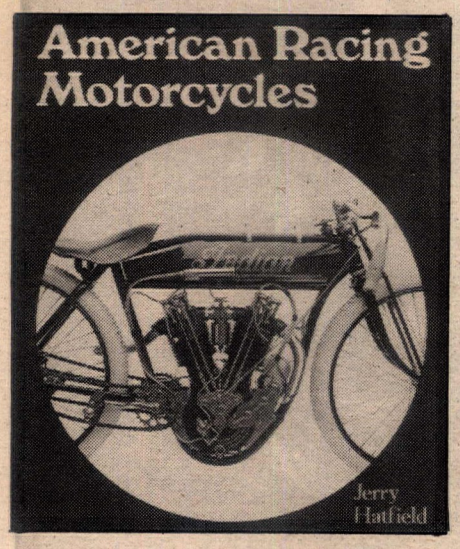
CLASS 22: 1. Al Baker/Jack Johnson (Hon); 2. Brent Wallingsford/Scot Harden (Hus); 3. Denby Dailey/Ted Van den Raadt (Hon); 4. Tom Kelly/Don Ashcraft (Hus); 5. Cyril Neveu/Philippe Vassard (Hon); 6. Bill Holmes/Dave Chase (Hus); 7. Philip Lovett/Peter Stayt/Geoff Curtis (KTM); 8. Thierry Charbonnier/Daniel Chabanette (Hus); 9. Raphael DeMontremy/ Pierre Landreaux (C-A); 10. Chris McDade/Robert McCallister (Yam); 11. Chris Prickett/Ron Treat (Yam)/Brad Manger (Yam); 12. Chuck Stearns/Lee Scheffers (Hon); 13. Dave Arnold/Chris Haines (Hon); 14. Timothy Carlson/-Kinney Jones/Pat Rice (Yam).

CLASS 30: 1. Rick Shirey/Michael Goodwin/-John (Smokebomb) Gaetz (Yam); 2. Hubert Auriol/-Francru Gilles (KTM); 3. Chuck Sugar/John C. White/Thumper McDowell (Hus); 4. George Erl/-Richard Jackson/Niles Ussery (Hus).

CLASS 38: 1. Max Switzer/Casey E. Folks Jr. (Hus); 2. Dave Davidson/Tom Grant/Hoyt Statham (Hus); 3. John J. Etchart/Dave Wood/Robert Griffith (Hon); 4. Lou Peralta/Mike Hollbrook/Bill Friant (Hon).

CLASS 33: 1. Dean Sundahl (Hon)/Curtis Sparks/Michael A. Coe (Hon); 2. Wes Arnold/Tom Gildea/Harry McDermott (Hon).

Book Review



American Racing Motorcycles
By Jerry H. Hatfield
Published by Haynes Publishing Group, England
Hardbound, 224 pages, $22.95

Jerry Hatfield, a colonel in the U.S. Air Force, has made a valuable contribution to the growing library of motorcycling books with *American Racing Motorcycles.*

Ace, Crocker, Curtiss, Cyclone, Emblem, Excelsior/Super X, Harley-Davidson, Henderson, Indian, Merkel, Mitchell, Orient, Pope, Reading-Standard, Thomas Auto-Bi, Thor and Yale are the marques covered in the book. Excelsior, Harley-Davidson and Indian receive the most attention (largest chapters) as well they should, for as Hatfield states, "These three makes account for about 80 percent of the American racing story . . ."

Covering the fascinating history of American motorcycle racing from 1900 through 1980, the book is highlighted by first-person accounts and nearly 150 black and white photos. While the majority of the photos concentrate on the machinery, many of the men who twisted the throttles are pictured—pioneers like Jake DeRosier, Charles Balke and Cannonball Baker right on up to Jay Springsteen.

The book is not free of error. We came across the following: Harley's Fred Nix was not killed in the off-season. He died in a dune buggy/car accident on July 18, 1969 in the middle of the season. Hatfield repeats an oft printed error by stating only six pushrod OHV Excelsiors were built. Most Excelsior enthusiasts know of 15 existing bikes and one Excelsior expert claims the firm built 24. Loudon is misspelled several times ("Louden"). To Hatfield's credit he welcomes "constructive criticism" and asks that corrections be brought to the attention of the publisher.

All in all, *American Racing Motorcycles* is a welcome addition to any longtime racing enthusiast's library, and a must for those who think our grand sport started "yesterday."

The book is available from Motorcycle Specialties Co., P.O. Box 1180 Artesia, CA 90701 ($22.95 plus $2 shipping. California residents add 6½% sales tax), and from Motorsport, 6115 Gravois, St. Louis, MO 63116 ($22.95 plus $1 postage and handling.)

Jack Mangus

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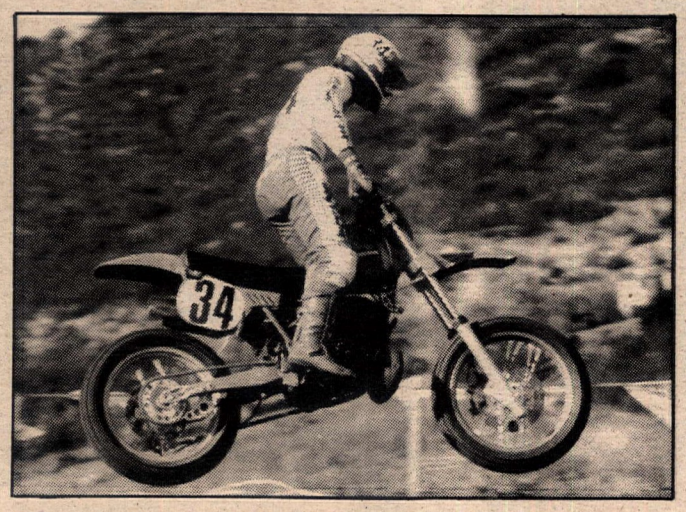

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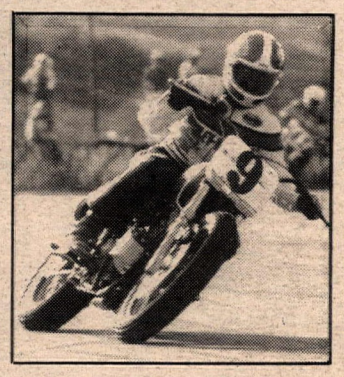

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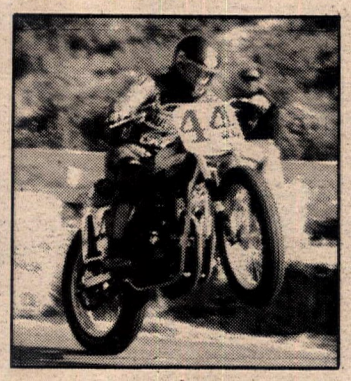

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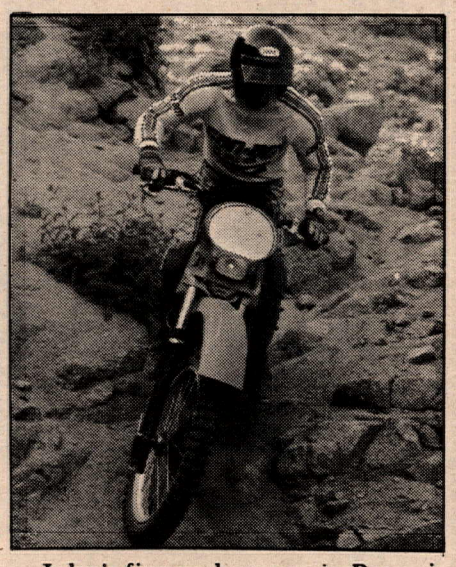
Can-Am's little wonder — John Martin

By Jim Bowman
Photos by Bowman and Karel Kramer

At 5'4" tall and 130 pounds, John Martin hardly looks big sitting on his Can-Am 250cc Qualifier, but Martin is Can-Am's number one National enduro rider and has been for four years. Martin, who's home is in Deluth, Minnesota, spends most of his time traveling between events and home. Martin doesn't mind though. When asked about his hobbies, he paused, thought a minute, shook his head and smiled, "All I like to do is ride motorcycles. I did buy a Jet Ski last year, though."

John first became interested in motorcycles in 1965. While on a family camping trip, John's father, Richard, became bored with watching the unchanging scenery and became interested in a minibike rider that was playing nearby. This new interest led to the purchase of the family's first motorcycle and eventually led to the purchase of bikes for John and each of his brothers.



John's first enduro was in Potassi, Missouri, and it was a family outing. John remembers, "Burleson won that event with 10 points; I dropped 180. My brother and father beat me. I was riding one of the first IT400s and I weighed 115 pounds."

After earning a silver medal at the International Six Days Enduro in 1980, and a ISDE gold medal in 1981, Martin has felt some success, but has yet to capture the golden prize: the United States National Enduro Championship. At the end of 1980, John was sure he had the runner-up spot in the bag, but a freak accident (a broken front axle) at the last National dropped him to third overall that year. Last year, Martin crushed a vertabrae and missed four months of competition. His medical leave cost him his bid for the National Championship, but he proved himself to still be in the hunt by coming back to win the aforementioned gold medal and finish 11th in the National standings.

John really enjoys his position as Can-Am's top factory rider and feels lucky that he can earn his living doing just what he likes to do most—ride motorcycles. In addition to getting paid what he says is a pretty reasonable salary, Can-Am also pays his racing expenses and even paid for the custom painting and motor rebuilding of John's own van. There is more to a factory sponsorship, though, as John explains:

"What I do, number one, is I prepare my motorcycle for racing. I do Can-Am's service work, answer telephone calls from dealers or customers, do some letter answering (I get it typed by secrataries), participate in trade shows and get all that organized and I do some development work. They'll send down parts from the factory...and I'll have to write up a summary of what I think about it."

When we talked to John back in July, his season was off to a good start, but he was not yet acheiving the results he wanted. With the exception of the Fool's Gold National in California and a DNF in Ohio, John had been consistantly placing in the top ten; his highest finish was second overall at the Burr Oak National in Indiana. As three or four local hotshots usually break the top 10, Martin was not doing poorly, but wasn't running away with the championship either. Said Martin, "I don't know why, but I always seem to start the season slowly. Things should pick up for me after the summer."

When asked what he would do during the summer break in National competition, John said, "Go out riding. I ride local enduros to keep in shape." And in shape he must he must stay, John took the overall in every Minnesota event he rode last year. "I had to," said Martin, "there are no AA riders to compete against at these enduros, so the only trophy I am eligible for is the overall. It is one of those wierd side-affects of being a professional in an amateur sport."

When asked to explain this last statement, John was full of enthusi-

asm, but not quite sure where to start. Over the years, the factory competition has created professional enduro riders, but enduro competition will never be a spectator sport and, therefore, will never attract the big dollar professional promoters. This is often frustrating for the professional riders because they suffer when local clubs host anything less than the ideal event. John is quick to point out, though, that this is the way the sport will stay: "The enduros are put on by local fun-type people...they're not getting paid for it, they're (often) losing money at it."

However, for all its peculiarities, Martin remains dedicated to the sport of enduro. He speaks about the sport as one who knows: "Enduros are definitely dangerous. It takes a certain kind of guy to figure out what is around the next corner. The winner is the guy who goes fastest most of the time, not just part of the time."

When asked who his most respected rivals were, Martin immediately answered: "The senior riders, age 45-50. They have sorted their skill levels and they ride for the sport only. They are just neat people. As far as the AA riders go, I wouldn't want to single any out. They are all in the running or they wouldn't be AA riders."

In July, with the season half over, Martin was wisely thinking about the second half. He was running six miles every morning, riding every day and lifting weights every night; with a track record like his, he could feel optimistic about the rest of the year. "I feel I'm on top of a big falling stick now, but enduro is a funny sport. I feel faster when I make mistakes and I remember one time at the Black Coal National in Indiana. I had a horrible day. I got back to the van, loaded everything up and left right away. Later, I found out I (won) the overall."

John was right. Enduro is a funny sport and things did pick up for him during the second half of the season. In August, Martin took eighth overall at the Speedsville National enduro in New York. Next, Martin went to Moorestown, Michigan, and placed second overall at the Jackpine National, repeating that performance two weeks later at the Rattlesnake 100 National in Iowa. Unfortunately for John, Husqvarna's Terry Cunningham had sewn up the National Championship, but that didn't stop Martin from finishing the season in style. He went on to win the Black Coal National in Indiana, repeating that overall finish at the Spring Creek National hare scrambles the following week!

Actually, there was still one more enduro to be run in Cadiz, Kentucky, but John's season was through. We caught up with John as he was on his way to Canada and he explained that he was on the road visiting dealers and promoting Can-Am sales. As John was fifth in the National standings, and within five points of third we had to ask why he was sitting out the last round. His reply, "First is all that counts."

Martin will be riding the Illinios Cross Country Championship as his last major 1982 event, but he will be trying to count two National Championships in 1983. John plans to ride all of the National enduros as well as all the National hare scrambles.

At this point, John's biggest concern is probably that of trying to start the next season as big as he finished this one. This will be his number one goal and in 1983 he'll have a little extra support at it. John will finish this year with an even bigger start in December when he joins hands in marriage with his fiance Greta Radtke. Good luck to you both, John and Greta. •

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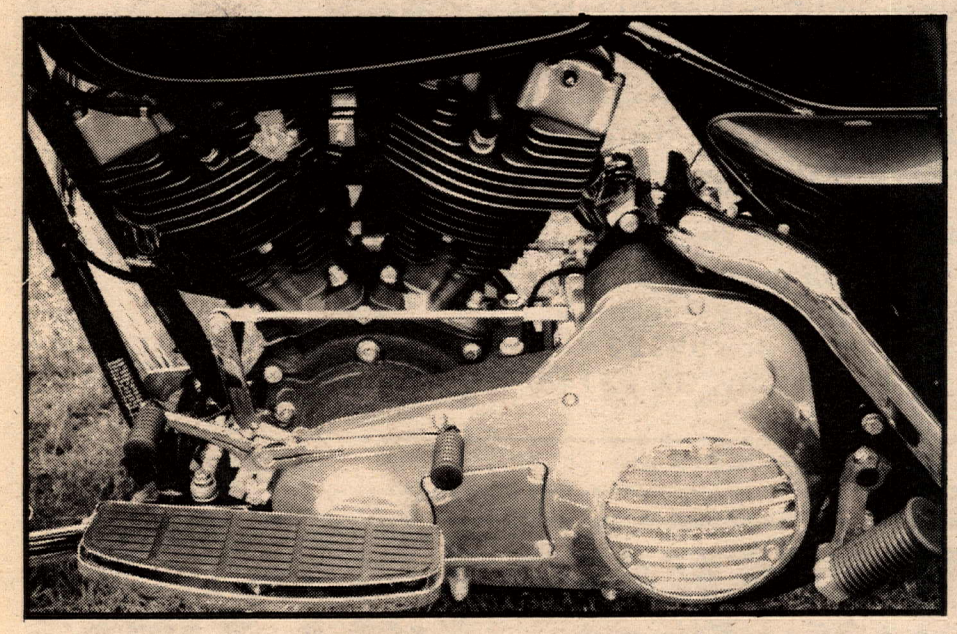
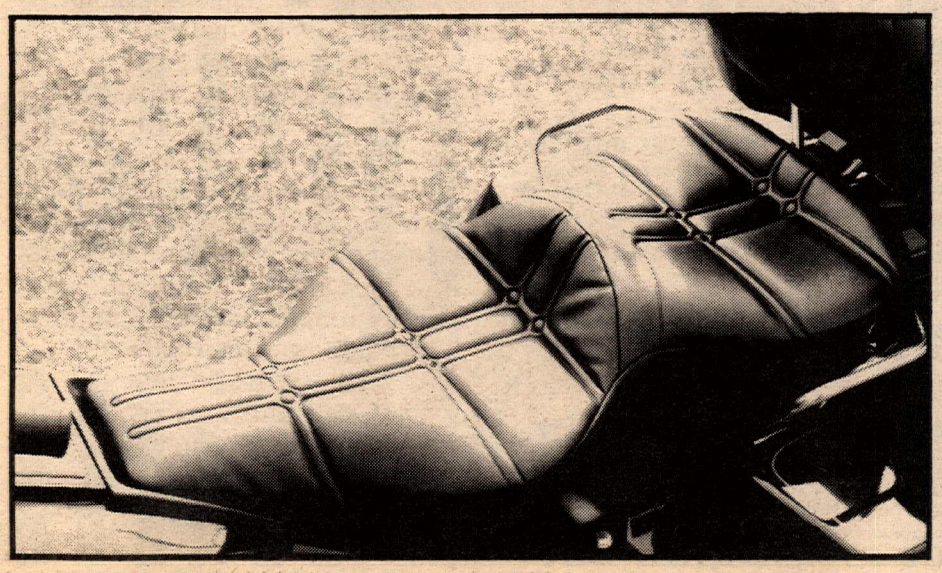
Harley-Davidson's King of the Highway, the FLT Tour Glide, has undergone several impressive changes for '83.

Impression: Harley-Davidson FLT Tour Glide

Just one point shy of perfect





By Chuck Clayton
Photos by Tom Mueller & Clayton

Man does not live by dirt alone. I like all kinds of motorcycle riding, and the best I've found that can be done without changing clothes is all-day road riding. Last March we rode a new 1100cc water-cooled shafty to Daytona and wondered if any motorcycle could beat the fun of that one. Well, I think I found the answer.

The Harley-Davidson Tour Glide that the factory loaned us was a 1983 model, first off the assembly line. Often new, run-of-the-mill production motorcycles have problems, but this one did not. The finish was flawless, show-quality candy apple red ($105 extra). All of the details that we disliked on the 1980 T-model are corrected. The 1,340cc V-twin is more powerful and sounds like it, now that the national noise standards are settled.

Only one problem remains to be cured by the owner. He has to replace the ham-can air cleaner with a more compact unit. Dealers are still forbidden to alter any of that stuff for a customer.

The 1983 top-of-the-line "King of the Highway" is lower this year and the suspension is stiffer. This got rid of the yacht in drydock look of earlier Tees and greatly improves the handling. We rode the machine to Road America raceway in Elkhart, Wisconsin, and had a fun time flinging it through the broad turns for several laps. I could ride it around the whole course at 55 mph or faster, except for one hairpin, without scaring myself. That's what I want for road-riding: a motorcycle that can thrill without chilling. I want to keep riding for a long, long time.

This test bike was fitted with the last of the Goodyears, but later production will wear Dunlop tires. A machine as sporting as the '83 T doesn't need white sidewalls, anyway.

After riding the rest of the new Harley models around the course a time or two, I decided to stick with the Tour Glide. Although the motor had under 100 miles on it, I wanted to see how fast it is. When we reached the shutoff markers at the end of the Elkhart straight, the speedometer needle was off the dial and the tach was touching 5,000 rpm. About 100 mph. Not fast enough to win the Superbike races, but plenty of speed for any emergency.

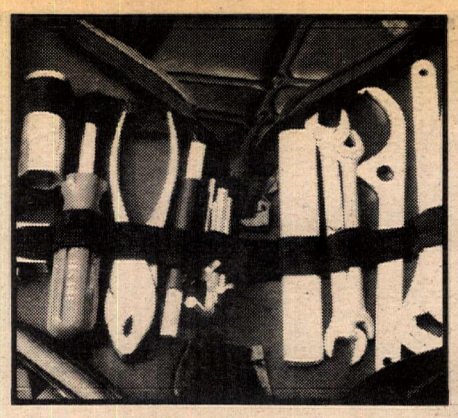
Safety is a big concern for us road riders. I think the new Tour Glide is the safest motorcycle I ever sat on. The Harley management all ride their motorcycles frequently, often with their wives or children on behind. They wouldn't want a wobble any more than you would. That is why the brakes, the forks, the frame are

massive. Yet the geometry is so spot on that the motorcycle feels light. I wouldn't hesitate to take it on short errands or push it around the garage.

So I borrowed it for a run down to Indianapolis to watch the mile dirt track National race.

Rolling through Illinois on Hwy 94 there are six or seven two-bit toll stops to interrupt my concentration on the pleasures of flying low through the summer of middle America on the latest in U.S. motorcycle technology. Technology, I reflect, is more than just turbos and diodes. Its highest, most subtle form is the molecular composition of materials—how do you harden the steel just right so that the mating molecules live a long, hard working life? Just below that is the technology of developing modern engine performance out of an ancient design. We are currently witnessing a comeback of the venerable V-twin engine. Harley-Davidson has been perfecting theirs all along. They are presently the leader in applied V-twin technology, as the factory racing team proved when they won the Indy National on their sophisticated 750 XRs.

Harley advertising has been mostly the stuff that stops when the green flag drops. I know this has turned off a lot of *Cycle News* readers. Only three percent of you admit that you own Harleys. You don't have to prove how manly or patriotic you are. That is not what we buy our motorcycles for. Fortunately, there are better reasons for having a Harley in your collection. Unless you plan to race foolishly on the public street, this new Tour Glide probably will do everything you demand of a road-going motorcycle.



If our test Tour Glide is typical, and I think it is, Harleys no longer leak oil, vibrate excessively, or break down. The oilbath enclosed drive chain actually lengthens the life of the wheel bearing they say, and lives twice as long without attention.

The big engine turns only 2,500 times per minute at 55 mph and only 4,000 at 85. Harley management has decided to retain the 85 mph speedo, even though they aren't required to. It is a moot decision, but one that indicates they know the road rider's real needs.

The fiberglass fairing and saddlebags are cases in point. I don't think H-D Motor Co. owns a wind tunnel. These smartly finished items are designed in the real world of blasts from passing 18-wheelers and Texas blue northers, and real rain. It is faint praise to say they work the best since, like their limited racing effort, nobody else's comes close, although some are getting there.

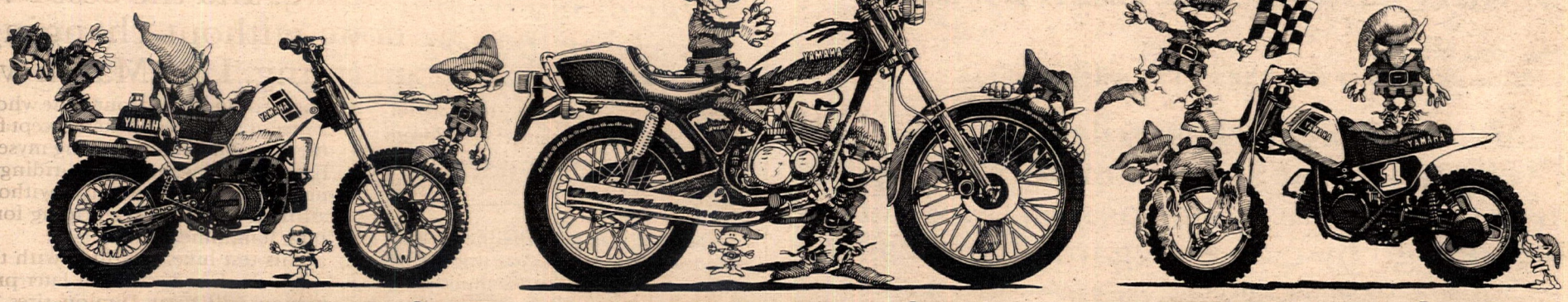
Our test Tour Glide was the barebones model. Although it will cost you more than the nearest competing import that comes gadget laden, you will have to fork over extra cash for the gas gauge, radio, tool kit, saddlebag liners, tour trunk, etc. *ad infinitum*. If you need them. The difference with the Harley is, you are getting the best in an uninterrupted line of V-twin technology, twin headlights, and the safest heavy duty cycle in the business.

Based on our brief experience of the 1983 Tour Glide, we give it 99 points, one point shy of perfect. •

Specifications

Engine	1,340cc OHV V-twin
Bore & stroke	3.498 x 4.250 in.
Compression ratio	7.4:1
Carburetors	38mm
Ignition	V-Fire II electronic breakerless
Transmission	Five-speed
Wheelbase	62 in.
Seat height	30.50 in.
Ground clearance	5.80 in.
Fuel capacity	5 gal., .7 reserve
Front tire/brake	MT90 x16T/dual discs
Rear tire/brake	MT90 x 16T/disc
Suspension, front	4.61 in. travel telescopic fork
Suspension, rear	3.6 in. travel shocks
Dry weight	761 pounds
Suggested retail price	$7,760

YOU HAVE THREE WISHES:



1983 YZINGER 80. $679.*

If the shorter members of your family could wish for the one thing that would really make their Christmas this year, what do you think it would be?

We'll give you a hint. (If they haven't already.)

A brand-new beginner bike, from Yamaha. Like the ones you see here, complete with the kind of prices that make them as pleasant to give as to receive.

For the youngster whose sights are set on a "real" motorcycle there's our 1983 50 Special. With its pull-back bars, teardrop tank and spirited 50cc engine, it is a real motorcycle. At a moped price: $599.

For your more pint-sized offspring, we suggest our motocrosser-look-alike fun bikes, the YZingers. The 1983 YZinger 80, with enclosed chain and Monoshock rear suspension, is just $679. The 1982 YZinger 50, with automatic transmission and shaft drive, only $399.

1983 50 SPECIAL. $599.*

1982 YZINGER 50. $399.*

And there's a whole bunch more small economy-sized wishes where those came from. Because we've reduced the price of almost every 100cc-and-under motorcycle we have in stock, from off-road to on/off-road to street, just in time for Christmas.

As an added incentive for you to see your participating Yamaha dealer right away, if not sooner, we're making the following offer.

BUY A NEW YAMAHA. GET A FREE BACKPACK BACK.

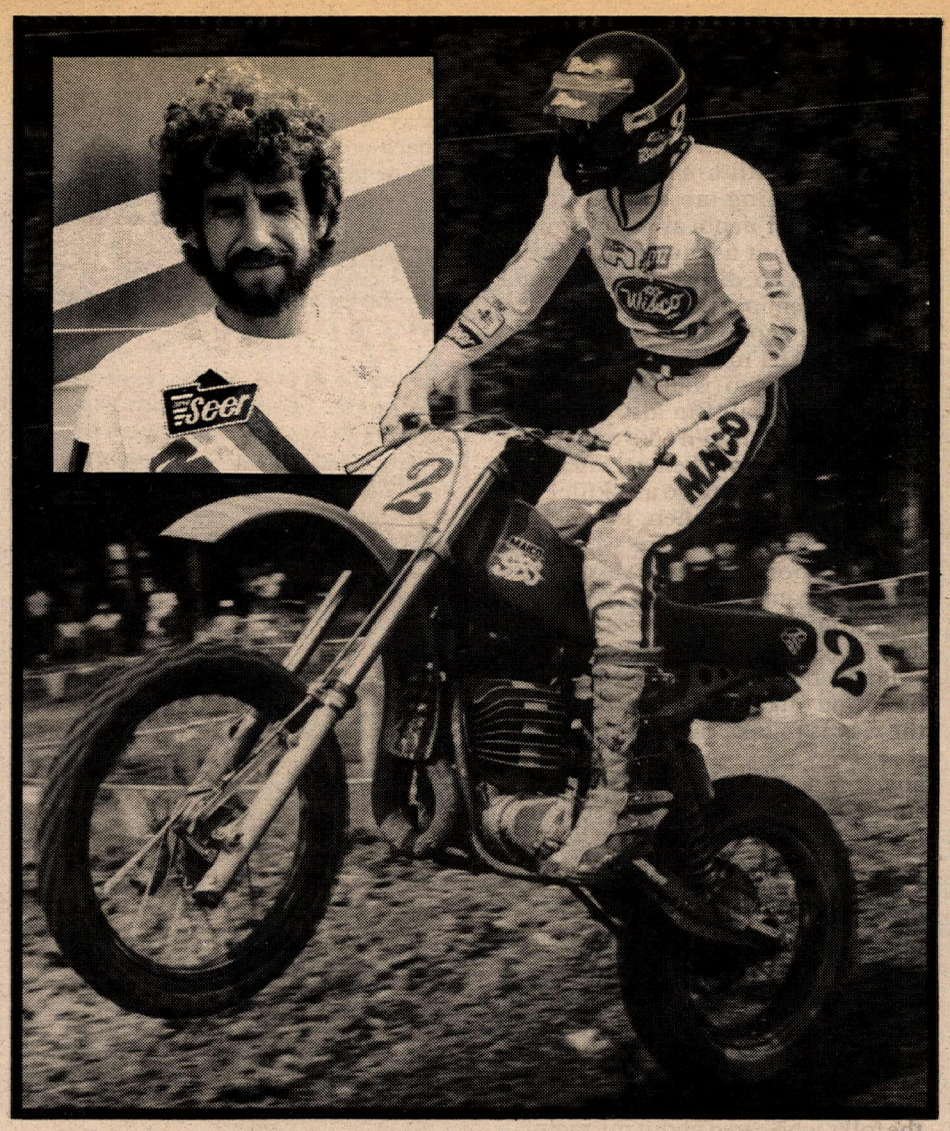
Buy or lay away one of these new bikes by December 15 and we'll give you a genuine Yamaha Backpack filled with genuine Yamaha products to keep that bike looking and running its best. That's a $30 value, on us.

There's never been a better time to save a lot of money on a lot of little Yamahas. So get on down to your Yamaha dealer soon. And make a wish.

YAMAHA'S SMALL BIKE CHRISTMAS LAYAWAY.

*Manufacturer's Suggested Retail Price. Actual price set by dealers. Taxes, license, freight, options and other dealer charges extra. Price may change without notice. Backpack offer applies only to bikes of 100cc's or less, and only at participating Yamaha dealers.

In 1968, Bowden rode a Greeves in a race at Londonderry in northern Ireland. (Inset) Bowden in 1967.



In 1982, Bowden rode a Maico to the Senior class title in the AMA Amateur MX National Championships. (Inset) Bowden in 1982.

Gordon Bowden

He's Irish, he's the Amateur Senior National Champion, and he has 20 years of motocross under his kidney belt

By Tom Mueller
Photos by Werner Straube and Mueller

Gordon Bowden has redefined the term "veteran" in the sport of motocross. In current times, a rider who has seen three or four seasons go by may be regarded as an aging soldier. Bowden, at the age of 36, is about ready to complete his twentieth season of competition, and 1982 will be remembered as a highlight year. He dominated the first running of the Senior class Amateur National Championship at Loretta Lynn's Dude Ranch in Tennessee during the early part of August. Three motos were averaged to decide the title. Bowden isn't too concerned with the two runaway wins he posted. It was his fourth place finish he is proud of.

"In the second moto I crashed. I slid out on the first lap in front of everybody," said Bowden in his stock Irish accent. "I started dead last, and I heard Larry Maiers (the announcer) say how it was a shame because I had won the first moto. When I got up I saw the pack going around the first turn, everyone was going out of sight. Then I thought never, ever give up. That's a lesson I learned a long time ago, no matter how hopeless it looks. I came from dead last and passed 36 people to place fourth. That's what won the championship. I'm more proud of that than the other two moto wins, or anything else I've ever done. I proved to myself that I really wanted to win that race and that you should never give up, you should always keep going."

Bowden's racing began in Ireland, his native country. He dedicated himself to the sport at 16, and began racing on the hilly countryside his country offers. "When we raced in Ireland, you learned to be conservative around corners. You just didn't overshoot stuff like the kids do nowadays. If you did, you might end up falling down a drop-off. One time we thought one of my friends was dead. He dropped off the edge of the track, fell about 100 feet, and ended up going through the thatched roof on a house. Luckily he was OK."

The bikes Bowden rode in the early sixties weren't as kind to his body as the bikes of today, and the MX programs at that time didn't offer any relief. "Most of the races I did well in had a finishing time of 60 minutes plus. The main event of the day was always an hour. I was never the National Champion. I led the series in, I believe, '68 and '69. At every National you'd run four or five qualifying heats to make the 40 rider final. You had to be on form each week or you didn't ride."

"One of my friends fell about 100 feet and ended up going through the thatched roof on a house."

Bowden spent some time in England and came away with a British indoor speedway title. "Indoor speedway was like indoor short track. They did it to get interest in racing going in the winter when most racing besides motocross was discontinued. They had hoped the speedway and grass track riders would do really well, but they forgot about motocrossers. I was lucky enough to take the championship in '73. The speedway riders were used to shale and big motorcycles only, not the 175's. It was run on a polished concrete floor. You could slide if you had to, but the trick was not to slide. I'd seen 'em do short track in America in '71, and I knew how to get around fast."

A career is made of highs and lows. However, one particular day played over and over again in Gordon's head. "I was over here in '71, riding works Sprites. I broke down about one moto at every race because I had a lot of development work to do. I finally got the motorcycle sorted out and when I got to Daytona (for the first-ever Supercross there) I was pretty hopeful. I had practiced hard, I had trained hard, and I really thought I had a chance. I turned quicker lap times than anyone, but in both motos I got knocked down in the first turn. My bike was slow, and I got wiped out. It's been on my mind all this time. In racing you can go to the track and you know you're faster than anybody, you're in better shape, and the motorcycle's working well, but you just don't win. My Amateur National title finally made up for that day."

The English-made Sprite, which was marketed in America as the American Eagle, was a big part of Bowden's permanent move to America. "Sprite basically copied the Husqvarna engine. We found out Husky didn't have a patent on their engine so we used the same design. At the time, Sprite exported more motorcycles than any other British company, more than BSA, more than Triumph, more than Norton. When American Eagle in America went bankrupt, our top quality control suffered immensely. Sprite lost millions of dollars and it ruined the company.

"I was like part of the family at Sprite. When I left Ireland I moved in at the Sprite factory and did everything they did. Sprite sent me over to America in 1971 to ride the Florida Winter Series and to eliminate some of the problems with the motorcycle. I enjoyed it so much I stayed nearly a year. They told me to come home but I didn't want to. In fact, I turned down several rides that year with BSA, Maico and Kawasaki. Kawasaki offered me the bike Brad Lackey eventually started riding. It was their first motocrosser, but we couldn't agree on terms. I had a verbal agreement with Sprite, and I stand on my word. If I tell someone I'll do something, I'll do it. Kawasaki wanted me to make a competitive machine with $3,000, and I told them I couldn't do it and stayed with Sprite. I couldn't stand to go back and live in England.

America had so much to offer, from big city life to quiet country life. A while later I came over for good."

The thrill isn't always there for Bowden anymore. He wants to keep racing, but with a new perspective. "I've been riding most weekends for 20 years, and I'm not as keen about it, I don't enjoy it as much anymore. I want to go to different places and meet different people. I don't want to back off and go to the B classes if I do race, because I'm an A rider.

"I've learned to (water) ski a little, I really enjoy that. I'm also dabbling in Jet Skiing, and I'd like to learn to do that a little bit better. These are things I never got to do as a kid. I was too dedicated back then, plus in Ireland and England there weren't as many opportunities to do those things. I want to learn to do some of the things all the kids over here can do so well."

Bowden's been racing for a long time, and one thing he learned along the way is to take care of one's sponsors. They aren't that easy to come by anymore and Gordon wanted to make sure everyone knows who's behind his effort. "Coliseum Cycle in Charlotte backs me. It's Steve Hill's place, and you'll never find a nicer guy. Steve tries his hardest to help everyone. There's not a kid who comes in that shop who he won't try and do something for. I appreciate the help he's given me. Having sponsors who care is what makes it worthwhile. I greatly appreciate all the help I've received through the years, from all the folks who cared about my racing."

"Never, ever give up . . . no matter how hopeless it looks."

Outside of racing, Bowden has devoted a big chunk of time to his career; he's a manufacturing engineer at Garlock Precision Seal. "I've been there for about six years and I really enjoy it. It's given me a whole new lease on life. You wouldn't believe the engineering technology that I'm learning. Learning how to inject rubber is a whole new education. I hope it's going to be a future for me. They are really good to me about racing, and I'm probably going to go back to school to learn some more skills."

Racing, in any form, is linked together by moments of success. Bowden still remembers the highlight of his career. The year was 1970, and the place was England, in the Midlands. Bowden didn't even win that day, but he did win a battle—over the best there was at that time. "The most rewarding experience I ever had was beating Jeff Smith when he was World Champion. Jeff Smith was renowned for making a last lap dash. He'd ride seven laps behind the leader and on the last lap he'd pass. He'd do it week after week, month after month, he's won World Championships like that, he's a tactician. I admire him a lot.

"Basically, the race went down to the last lap dash. I knew exactly what Jeff was going to do — on the last lap he was going to go for it. I paced myself, and on the last lap I was also going to go for it. Chris Horsefield (a works CZ rider at the time) figured the same thing. The three of us went wide open on the last lap. Chris was leading, I was second and Smith was third. We came to the finish and Smith closed on me and I closed on Horsefield and it was a mad dash to the finishing line. Horsefield got completely twisted and hit me and knocked me over to the side. He endoed across the finish line to win it and I was second and Smith was third. I was more than delighted to stay ahead of him. I didn't hold him back—I just made an effort at the same time he did. Had Horsefield not screwed up I would have won, but anyway, I beat Jeff Smith. I didn't do it anymore after that."

"The most rewarding experience was beating Jeff Smith when he was World Champion."

When you've been riding motocross for 20 years, it gives you time to form opinions on the sport. Bowden related his feelings on the new AMA Grand National Championship MX program for '83. "I'm all for it. I'm all for when all the guys get out and race on equal machinery. Being from Europe, I've seen a lot of World Championship racing. I'm proud of what Brad Lackey has done. Some guys don't like it, they say he lucked into it, but no way! He's World Champion, the best rider in the world! He took ten years to get it, he deserves it. Some say Bob Hannah or so and so can beat him. No! No one can beat him, he's World Champion, the best.

"We have riders over here who develop themselves until they are a one-two-five or a 250 champion, and they don't look any further. The World Championship is the ultimate, to get to the top of your country and then move on to be a World Champion. Every professional rider's goal should be to be the World Champion. The new program may prompt some of the guys to go for it. They'll realize they're the top rider in the country or in the top group of riders, and they'll go to Europe."

Had he been born ten years later, Gordon figures it would have been a whole different story. "I was very dedicated when I was younger and I'm happy with what I've accomplished, but given a different set of circumstances it would be different. Even today, if I put my mind to it, I can still ride very quickly. I don't think there are many 36-year-old riders who want to ride as fast as I do. If the clock was turned back ten years, I'd be giving some people some serious trouble."

"Some say he (Lackey) lucked into it, but no way! He's the best rider in the world!"

Getting your head right—that's what Bowden claims is the biggest factor in being a winner. He's been doing it for years, and plans to help others learn his tricks. It's his way of giving back part of what he has been given through two decades of racing. "It's not over, there's always something I'll want to do with motorcycles. I got a lot out of it, and I want to put something back in. I try to work with some of the kids in my area. There are a lot of kids in North Carolina who are awfully quick, and a little bit of direction might make the difference between becoming a National Champion or backing off when they're almost there. Winning takes a lot of determination, and I know all about that." •

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The GOKI Electric Start features the following:
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- Works in conjunction with stock recoil starter.
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GOKI's Electric Start Kit for the 185S (P.N. ATC100) and 185, 200 (P.N. ATC101) sells for $221.95 and can be ordered direct or see your local dealer. Price subject to change without notice. VISA-Mastercard accepted.

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(213) 998-0852

ELECTRIC STARTER KIT FOR THE HONDA ODYSSEY

Goki Mfg. Co. is now producing an electric starter kit for the Honda Odyssey. The Goki Electric Start Kit features the following:
- Kit comes complete with all necessary mounting adaptors, hardware, electrical connections, battery box (battery not included), and detailed installation instructions.
- Can easily be installed by the purchaser at home.
- Fits all Honda Odysseys.
- Works in conjunction with stock recoil starter.
- Built in charging circuit.

Goki's Electric Start Kit (part #OS-100) sells for $198.95, and can be ordered direct, or see your local dealer. Price subject to change without notice.

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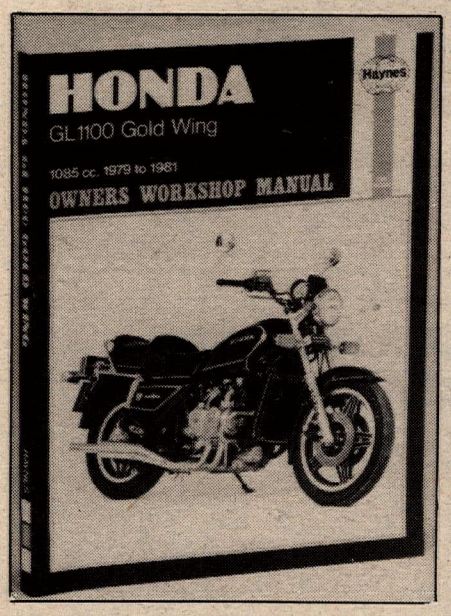
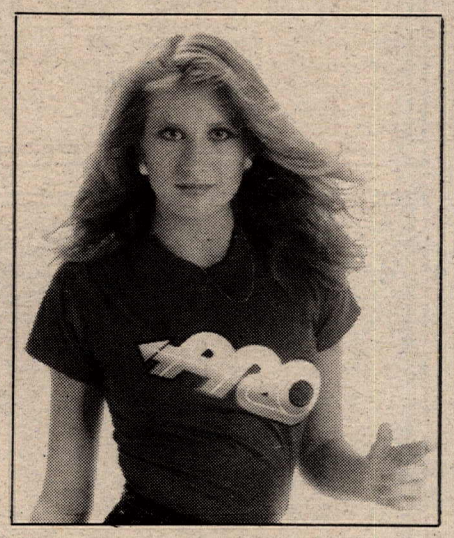
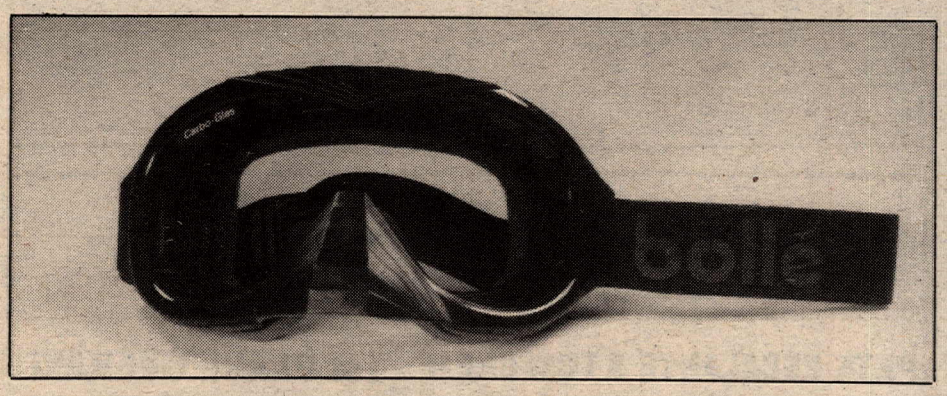
NEW PRODUCTS



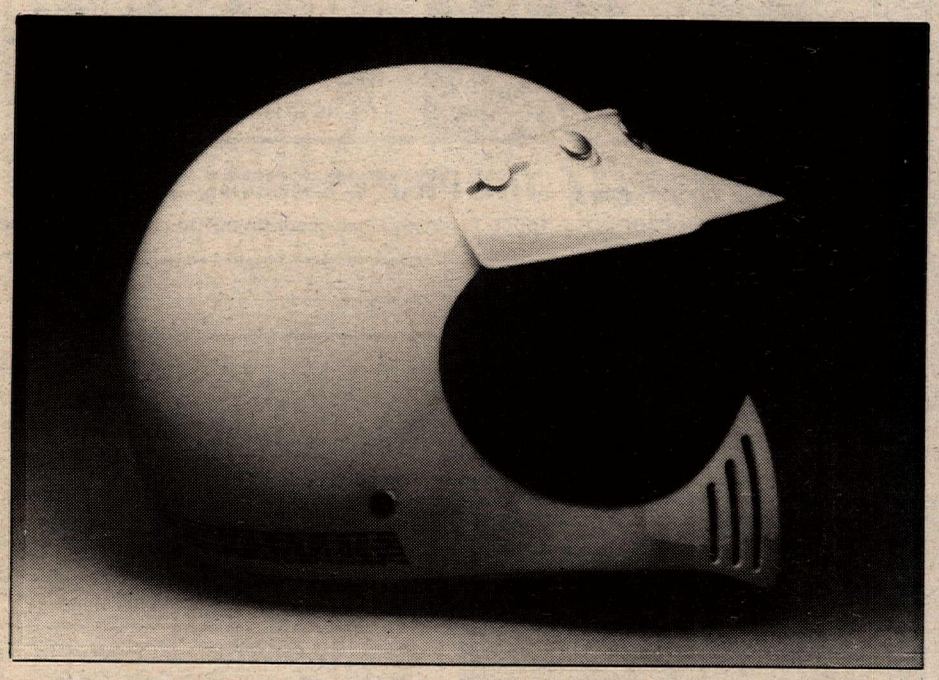
The Haynes Publications Honda GL1100 Goldwing workshop manual includes information on GL1100 Standard and Interstate models introduced in the U.S. since October 1979. The complete tear-down and rebuild is covered in 192 pages with step-by-step drawings and photos plus six pages of color wiring diagrams. The manual sells for $9.50. See your dealer.



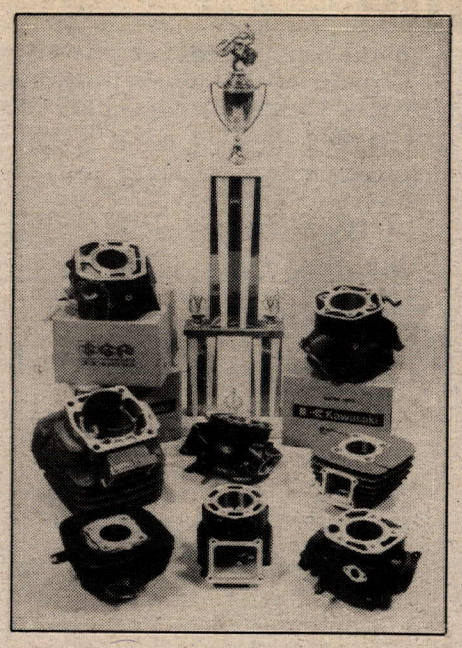
The Pro-Racing T-shirt is an eye catcher—no matter who wears one. The shirts come in all popular sizes and sell for $7.95. In addition, the Supercross Jersey carries the same bold four color graphics and sells for $17.95. Order yours from Pro-Racing, Dept. CN, P.O. Box 2553, Canoga Park, CA 91306.



The Bolle GP1 goggle not only features eye protection, but nose protection also. The sturdy, built-in nose protector was designed to ward off rocks, clods of dirt, tree branches and other elements encountered in racing and woods riding. The goggle lens is polycarbonate with a scratch resistant coating. The frames come in black, yellow and red with clear, green or vermillion lenses. Tear-offs are available. The goggle sells for $35. Contact Bolle America, Dept. CN, 3890 Elm St., Denver, CO 80207 for more info.

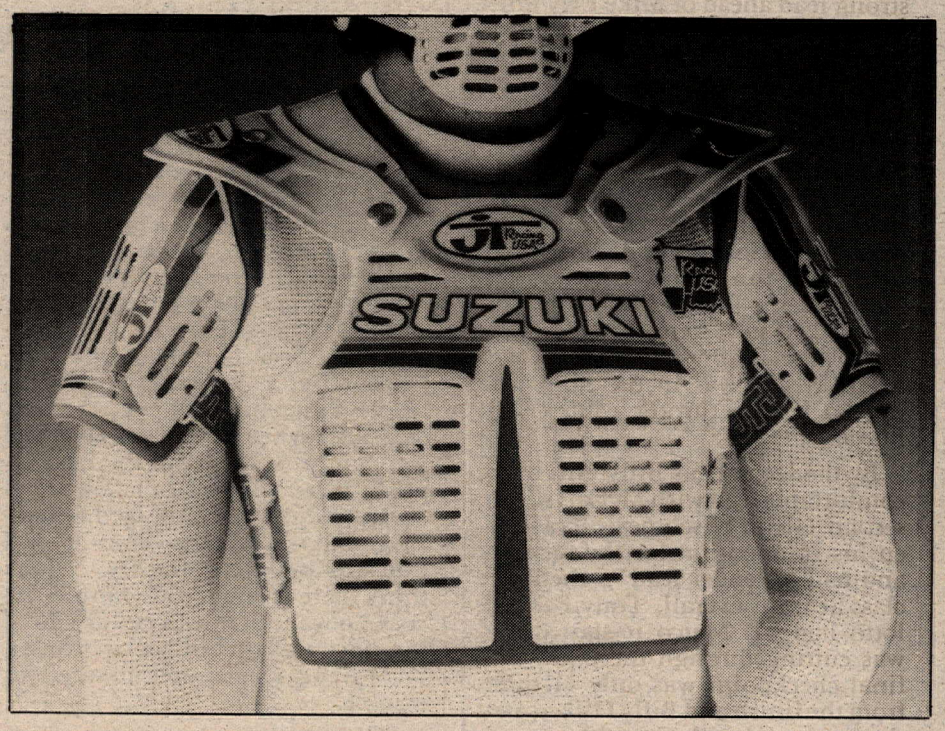


The Yamaha MX helmet is Snell 80 approved and features a wide range of individual sizes to choose from. The yellow MX has special vertical ports with screen and foam venting that allow the helmet to "breathe," a cotton/terrycloth interior, a wider chin strap and flat D-rings for easier strap fastening. See your Yamaha dealer for all the details.

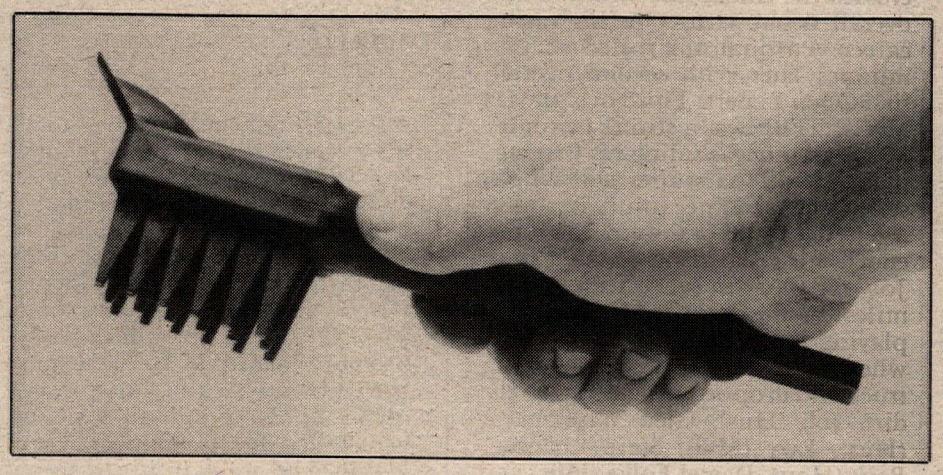


Krause Racing has an inventory of new factory cylinder barrels, fully flow-ported and ready for shipment. If you're an MXer going for it, then a spare cylinder might be good for extra insurance. Krause has Honda CR, Kawasaki KX, Suzuki RM and Yamaha YZ cylinders for all popular displacements. For pricing info call (312/344-2233) or write Krause at Dept. CN, 305 E. North Ave., Northlake, IL 60164.

If you ride your street bike as much as possible all year long then the Trim WinteRider cold weather riding suit is just the ticket for the cold days and



Protect your chest, shoulders and upper arms from unidentified flying objects when racing by wearing the JT Racing V2000 Ventilator. The protector features injection molded plastic construction with strategic placing of reinforcing ribs for maximum strength. Louvered vents allow for directional flow of air. When the weather turns cool, install the plastic covers which snap into the front panels for blockage of air. A molded foam neck roll and edge padding add to protection. See your JT Racing USA dealer for more details.



Cleaning up a mud caked bike is never an easy job. However, by using a DeMudder you should be able to cut your cleaning time a good bit. The DeMudder features a sharp rectangular end for cleaning knobbies and cylinder fins, a curved fender and rim scraper and fin cleaning prongs to get at hard to reach areas. The DeMudder sells for $6.95 from Gold Belt dealers or direct from Dept. CN, 7045 Darby Ave., Reseda, CA 91335.

Desert Hotline

Hill wins little and big at Jackrabbits H&H

By Wayne Gales

POTOSI MTN., CA, OCT. 31

Vegas Cycle/Suzuki-sponsored Billy Hill made a little history as he scored the overall win on his Suzuki RM125 at the Jackrabbits Halloween Hare and Hound. Only a handful of people have scored the overall in a major desert race on a small-bore and Hill joins an elite crowd that includes such greats as Jack Johnson, Larry Roeseler and Tom Brooks. Hill finished the 80 mile point-to-point event in less than an hour and 45 minutes, some two minutes ahead of first Open Expert Anthony Pasqualotto. Tony's class win again puts him narrowly in front of Vegas Cycle teammate Jack Johnson, who was away in Mexico winning the SCORE Baja 1000.

The start line was in a festive mood as many of the racers, along with most of the Jackrabbits M.C., had dressed for the occasion. Riders were dressed as headless horsemen, dirty old men, witches and ghouls. Even eventual winner Hill had a rubber mask taped to the back of his helmet.

Anthony Pasqualotto pulled into a strong lead ahead of Mike Ewy until his 490cc Maico seized. The air was cool and damp from a heavy Saturday downpour, so seizure took its toll among the field all day. Bill took over the lead shortly before the first alternate gas and never looked back.

Hill led the pack through the first main gas with Larry McCall (Hus) running a close second. Mike Ewy held onto third with Glen Wischmeyer, Larry Job and Bobby Davidson locked in a fierce battle for the top 250 spot. Danny Anderson, aboard a Husky 250 was in the hunt also until a broken throttle cable ended his day.

By the second gas Billy Hill had a comfortable lead with McCall still in second. Glenn Wischmeyer had shaken his competition for the moment and had a slender lead in the 250cc class at third overall. Tony Pasqualotto had his Maico re-started and was cutting through the pack. The final checkpoint was only 11 miles from the finish and Billy Hill crossed the final road with a good two and a half minute lead on second place, a charging Pasqualotto. McCall had dropped back to third with Wischmeyer, Job and Davidson still only seconds apart.

A short 20 minutes later Billy crossed the finish line with his first overall desert victory in his racing career. Pasqualotto rolled in two minutes later with second overall, first Open Expert. Third overall was McCall. This was a strong finish for McCall, who was riding his first race in over five years after suffering a serious leg and knee injury in a race.

The dogfight for the top 250cc spot ended with Davidson passing both Job and Wischmeyer in the last 11 miles for the win. Bobby had been playing catch up since the first gas when he tried to pit at the wrong truck and dropped his gas cap in the dirt. Job (Hus), Glen Wischmeyer (Hus), Ewy (Mai), Steve "Banzai" Beck (Hon), Darrel Folks (Hus) and Art Lanier (Hon) rounded out the 10.

First Amateur was Jim Thompson (KTM) and Ron Hibbard topped Class 30. Trophy Queen at the finish line was Ron "Limp Wrist" Loomis in full drag. Loomis offered his body to the first overall for the night. Second overall would get two nights.

Corda and Lady win Wild Wizard HS

By Loretta Pipkin

IMPERIAL, CA, OCT. 31

Lady Godiva, Baby Huey, Bullwinkle and Klu Klux Kenivel were among the brightly costumed riders leaving in the first wave of the Tank Slappers Wild Wizard Chase Hare Scrambles. Non-costumed riders left in the second wave, one minute later.

Craig "Bullwinkle" Corda (C/M Cycle Suz) and Amateur Robbie Pippin jumped in front for a couple of miles, but Pippin went down, hurting his pride as Corda, Leon Livingston and Paul Eddy flew by. Livingston's new 500cc Husky threw the chain not once, but three times to put Livingston in not the greatest of moods. Eddy cranked his 250 on, blowing in with a one minute lead over Corda. Livingston was third, but did not leave the pit as a flat became his final peeve. Dale Conner cruised in next with Randy Byers and Todd Kennedy in hot pursuit.

Vet Bill Reams was dukin' it out with Ed Mundy and Monte Lee.

In the 125cc ranks, Jamie Tucker was putting several minutes worth of sand and dust between he, Pat Lowerie and Kirk Hester.

Five miles into the second loop Eddy broke a gear box. "I was having lots of trouble shifting and I could hear Corda coming." he said. Corda related that he could see Eddy, but had to stop for two riders down in a narrow canyon, "They both hopped up, taking off and roostering me good before I got past them." "As he caught me, I could hear Corda pinging and I couldn't shift. It was like a race of the slows," said Eddy. "I was having trouble and sticking third gear, but I sure didn't think Eddy was slow," quipped a grinning Corda. Corda had 30 seconds over Eddy at the checkered flag. Dale Conners noched third with Randy Byers fourth overall.

Bill Reams capped the Vet class with Ed Mundy second.

Todd Kennedy got the 250cc Amateur win and seventh overall.

W.C. Thorton's red Maico sailed in first senior. "I never saw anyone else in my class, so I didn't know for sure where I was at," said Thorton. He didn't know it, but Roger Adsit was in striking distance when he blew a head gasket at the tressel. Robert Larson picked Adsit up and rode double into the home check; Adsit has this thing about teaming in a non-team race.

Jamie Tucker won the 125cc Division with a healthy lead. Lowerie stuck a piston and Hester moved up to second. Lady Godiva Gary Pendleton made one lap but got the grand prize for his costume. Yes folks, a body suit over his leathers, a May West chest, long blonde wig and all. His bike had a horses head on the bars and a long flowing tail flying from the rear fender. One night at the Disneyland hotel and passes to the Magic Kingdom for this brave soul. Congratulations to Gary and the Tank Slappers for a fun day with our gracious Lady Desert. •

Unofficial Results

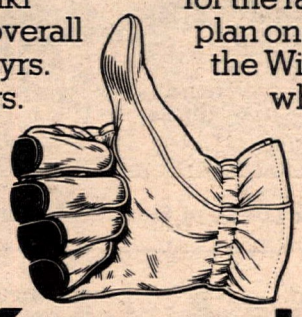
OVERALL: 1. Craig Corda (Suz); 2. Paul Eddy (Yam); 3. Dale Conners (Yam); 4. Randy Byers (Yam); 5. Matt Hope (Yam); 6. Bill Reams (Yam); 7. Todd Kennedy (Yam); 8. Ed Mundy (Yam); 9. Scott Mathison (Yam); 10. Jamie Tucker (Suz).

MINI-MONEY.

Florida Winter Mini Cycle Olympics
Nov. 25-28, 1982/Homosassa Springs, FL.

As if motocross racing itself wasn't enough fun, we've decided to spice it up a little. At the Florida Winter Mini Cycle Olympics, Kawasaki will be adding $500 savings bonds and $500 checks to the thrill of victory.

Any Kawasaki rider taking the overall win in 65 cc (7-11 yrs. old), 85 cc (7-11 yrs. old), 85 cc (12-15 yrs. old) or 125/250 (combined class) gets the bond.



The parent or mechanic gets the check.

And, as usual, the Team Green guys will be there with good parts, good tips, and Good Times.

So if you plan on making a trip to Florida for the races, and if you plan on making a trip to the Winner's Circle while you're there, then you can plan on a third trip.

The one to the bank.

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Scott Keyes leads Mark Lucas at Canyon Raceway MX.

Keyes comeback at Canyon

By Pam Hardin

PHOENIX, AZ, OCT. 31

Rincon Racing's Scott Keyes came back in style after weeks of recuperating from a fractured collarbone to take the 125cc Amateur Stock class. The class was filled with comebacks, most notably Mark Lucas, who took second overall to Keyes, but won the Modified class easily, sans Keyes and Doug Butcher. "Butch" scored a 3-3 after a layoff of several months.

It was all Keyes, Butch and Keith Watkins in the first moto start. Lucas slipped through the pack after his shaky start and, within a few laps began to push Butch for second.

Keyes said before the race that the whoops were going to be a problem for him because of his shoulder and it was evident that they were during the race. Butch pulled up to him each time they hit the two sets on Canyon's long track, but Keyes stayed ahead by nailing it on the straights.

As if trying to catch Keyes wasn't enough, Butch found Lucas breathing down his neck. After a few laps, Lucas gathered all of his Suzuki's power and passed Butch on the straight. Next, he set his sights on Keyes, but the leader just kept pulling away on the straights. But the whoops had been Keyes' problem the whole race and, with three laps to go, Lucas took the inside and Keyes the outside. Lucas then set the pace to the checkered.

When the gate dropped for the second moto, Keyes made it there first again, this time with Dallas Brown behind. By lap two, Watkins and Lucas had gotten ahead of Brown and a few turns later Butch got him too.

The only thing that changed during the next couple of laps was the distance between the top four riders. By the midpoint of the race Butch had left Watkins to pick up his bike on the whoops and started to pressure Lucas.

With two laps left, the Kawasaki rider blasted by Lucas up Suicide hill and kept ahead just enough so that high-flying Lucas wouldn't land on him. While the battle was going on for second, Keyes made sure he set his own pace ahead of them. Lucas slipped back by on the uphill when Butch bogged, just in time for the checkered.

Results

Y-ZINGER: 1. Eddie Lucas (Yam).
PEE WEE NOV: 1. Morgan Adams (Yam).
PEE WEE AM: 1. Damon Watkins (Kaw).
80 BEG: 1. Scott Carey (Hon); 2. Chris Divito (Hon); 3. Freddy Cantu (Yam).
80 NOV STK: 1. Grady Ingram (Yam); 2. Mike Mariani (Kaw); 3. David McDermott (Suz).
80 NOV MOD: 1. Mike Bailey (Kaw); 2. Grady Ingram (Yam); 3. David McDermott (Suz).
80 EX STK: 1. Steve Brooks (Yam).
80 EX MOD: 1. Steve Brooks (Yam).
125 BEG: 1. Chris Suydam (Suz); 2. K.C. Porter (Suz); 3. Chris Bostek (Kaw).
125 NOV STK: 1. Lonnie Wells (Yam); 2. Danny Cantu (Suz); 3. Mike Pipes (Suz).
125 NOV MOD: 1. Kevin Wood (Suz); 2. Jerry Tistle (Kaw); 3. Danny Cantu (Suz).
125 AM STK: 1. Scott Keyes (Kaw); 2. Mark Lucas (Suz); 3. Doug Butcher (Kaw).
125 AM MOD: 1. Mark Lucas (Suz); 2. Dennis McElwain (Hon); 3. Art Rose (Suz).
125 EX: 1. Jon Deremo (Yam); 2. Mark Tohe (Hon); 3. Pat Lingren (Hon).
250 BEG: 1. Bob Reed (Suz); 2. Jim Rundk (Suz); 3. Chris Boschen (Yam).
250 NOV: 1. Kevin Hauser (Hon); 2. Mark Acosta (Hon); 3. Greg Coultrap (Hon).
250 AM: 1. Willie Musgrove (Suz); 2. Larry Noel (Yam); 3. Dale Cooley (Hon).
250 EX: 1. Tom Witt (Yam); 2. John Partin (Suz); 3. Dave Daniels (Suz).
OPEN AM: 1. Dennis Parks (Hon); 2. Rick Hinchcliff (Yam).
OT AM: 1. Mike McIntyre (Hon); 2. Wayne Dickliner (KTM).

Moore soars, Brooks cooks at NMA Fall Nationals

By Tom Corley

VALENCIA, CA, OCT. 31

The 1982 National Motosports Association Fall Nationals started off on the Indian Dunes International track and all of the factory teams were present with their 1983 machinery. Valencia resident Bob Moore was on his home track and he rode his 1983 Yamaha YZ80s to two major wins in the 80 Modified 12 and over Expert and 105cc classes. Larry Brooks took his 1983 R&D/Suzuki RM80 to first in the 80cc Stock 12 and over Expert event. NMA Grand National Champion Paul Denis of Kawasaki took a second in the Stock event and that was his top score as a derailed chain and a cooling system breakdown shot him down in other competition.

Kicking off the exciting Expert competition was the 80cc Modified event. Denis showed just why he has the number one plate as he took the holeshot. Moore was charging behind him but never in line to take over the lead. Mouse McCoy was flying on his new Honda and held third place until he bailed extremely hard on the score tower stretch that included a very difficult series of whoops. With McCoy down on the track, Kyle Lewis of Team Green took over third place. San Diego rider Todd Hoover placed fourth.

Denis was looking confidently toward winning the final event. The gate dropped and all soared successfully to the first turn with the exceptional of Denis. His Kawasaki threw its chain and Paul didn't get underway till the race was half over. Moore went on to win the race with Lewis taking second and Honda aces Mike Healey and McCoy following. A 2-1 tally earned Moore the big win over Lewis, Hoover, Dennis Parker and Bryan Bruner who came from Arizona.

Bruner was a Jeff Ward lookalike as he rode a Kawasaki with a number 11 plate. Bruner had a fantastic start in the first moto of the 80cc Stock Expert class. He soon dropped back and it was Denis who grabbed the lead. Brooks wanted to win just as much and he made a winning pass in the corner adjacent to the score tower. Moore came through the finish line in third ahead of Healey and Parker.

In the final event Brook took an early lead and made Denis scheme from behind. Those two finished that way with Moore, Healey and McCoy coming closest. A perfect 1-1 tally presented Brooks the top trophy over Denis, Moore, Healey and McCoy.

The 105cc race was perhaps the best race with the top name Expert riders involved. The opening moto saw some back and forth passing and nobody had the race wired. Taking the better start was Moore followed by Denis and Healey. Then Healey blasted by the leaders to take over first place. It wasn't long before Denis picked up the pace and passed Healey on the whoops by the score tower and was in command of the race over Moore, Healey, Lewis and McCoy.

Similar to the 80cc Modified event, Denis was anticipating a final moto win in the 105cc class when bike troubles came his way. Moore had the lead and Denis was able to take it away but then he ran into a pole and this damaged the cooling system on his Kawasaki. Moore went on to win the race with Honda riders McCoy and Healey the runners-up. Bruner placed fourth ahead of Shaun Kalos. A hard ride and a good break gave Moore the overall win over Healey, McCoy, Bruner and Brundage.

Canyon Country is where many fast Honda racers reside. Not only does Supercross champion Donnie Hansen live there but so do Mini racers McCoy and Ronnie Densford. Today was a great one for Densford as he swept both the 80cc Stock and Modified 9-11 Novice events. In the first Stock race it was Honda 1-2 as Densford had the lead over Jimmy "Monkey" Button. Then Button fell out of the race and Steven Kotajarvi took over. Densford had the lead in the final race with Button in second until Kotajarvi moved up to take second with Richard Saxton landing third. Overall it was Densford, Kotajarvi and Saxton.

Densford had to overcome Honda teammate Jason "Snake" Collier in the 80cc Modified 9-11 Novice first round. He got by Jason for the win and returned for the final and found winning to be easy. Officially Densford won overall with Sean Blanchard taking second with a consistent pair of thirds. Gary Trachy placed third ahead of Collier and Shawn Bates.

Results

PEE WEE STK: 1. Jesse James (Yam); 2. David Ochoa (Yam); 3. Jimmie Johnson (Yam).
PEE WEE MOD: 1. Dennis Dahlin (Yam); 2. Damon Huffman (Yam); 3. David Ochoa (Yam).
JR CYCLE STK: 1. Tony Sulek (Yam); 2. Sean Thornton (Yam); 3. Chris Pfatenhauer (Yam).
JR CYCLE STK: 1. Steven Kotajarvi (Yam); 2. Jimmy Button (Hon); 3. Tommy Clowers (Yam).
JR CYCLE MOD: 1. Tony Sulek (Yam); 2. Chris Pfatenhauer (Yam); 3. Dennis Dahlin (Yam).
JR CYCLE MOD: 1. Steven Kotajarvi (Yam); 2. Richard Saxton (Yam); 3. Shawn Bates (Yam).
80 STK NOV 9-11: 1. Ronnie Densford (Hon); 2. Steven Kotajarvi (Kaw); 3. Richard Saxton (Yam).
80 MOD NOV 9-11: 1. Ronnie Densford (Hon); 2. Sean Blanchard (Yam); 3. Gary Trachy (Suz).
80 STK NOV 12+: 1. Tony Mercier (Suz); 2. Chris Neal (Yam); 3. Danny Barnett (Kaw).
80 MOD NOV 12+: 1. Tony Mercier (Suz); 2. Chris Neal (Yam); 3. John Gardia (Yam).
80 STK INT 12+: 1. Shane Trittler (Hon); 2. Chris Burgess (Suz); 3. Shaun Kalos (Suz).
80 MOD INT 12+: 1. Shaun Kalos (Suz); 2. Chris Burgess (Suz); 3. Mickey Elsberry (Yam).
80 STK EX 12+: 1. Larry Brooks (Suz); 2. Paul Denis (Kaw); 3. Bob Moore (Yam).
80 MOD EX 12+: 1. Bob Moore (Yam); 2. Kyle Lewis (Kaw); 3. Todd Hoover (Yam).
105: 1. Bob Moore (Yam); 2. Mike Healey (Hon); 3. Mouse McCoy (Hon).
100: 1. Steve Van Duzen (Yam); 2. Alan Pierce (Yam); 3. Curtis Dougherty (Yam).
125 STK NOV: 1. Tom Holt (Suz); 2. Mike Kleczko (Kaw); 3. Curt Farrar (Yam).
125 MOD NOV: 1. Tom Holt (Suz); 2. Mike Kleczko (Kaw); 3. Curt Farrar (Yam).
125 MOD NOV: 1. Gary Yoshino (Suz); 2. Mike Klecsko (Kaw); 3. Tim Malcolm (Suz).
125 STK INT: 1. Danny Cantley (Kaw); 2. Terry Fowler (Yam); 3. Tony Toste (Suz).
125 MOD INT: 1. Danny Kudraue (Suz); 2. Robert Mason (Kaw); 3. Terry Fowler (Yam).
125 STK EX: 1. Joe Bond (Hon); 2. Ken Dunlap (Hon); 3. Scott Robertson (Yam).
125 MOD EX: 1. Russ Wageman (Suz); 2. Taylor Marcell (Yam); 3. Bill Dalton (Hon).
250: 1. Russ Wageman (Suz); 2. Kelly Pugmire (Hon); 3. Ed McCoy (Yam).

Karcher captures Corona MX win

By Kit Palmer

CORONA, CA, OCT. 29

Colin Karcher (Yam) used a consistent 2-1 tally at Corona Raceway's MX tonight to capture the Mini Novice win after spending much of the night battling with Sunwest's Mike Wiese (Yam), who settled for second with a 1-4 combination.

The action began when the gate dropped for the start of moto one where it was Karcher who stole the holeshot, inches ahead of Wiese, Shade Ramirez (Suz) and Steve Wamboldt (Yam). The two leaders then began to duel for the top spot in a handlebar-to-handlebar battle. But during the third lap Wiese found a weak spot in the leader's defense and darted by, taking over the lead. Karcher stayed close, but he ran out of time to repass Wiese. Mitch Eber (Kaw), who got off to a sixth place start, ended up the moto with third while Steve Burdette (Yam) took fourth.

Karcher again shot into the lead at the start of the second moto while John Albright (Yam), Ramirez and Wiese followed. During the third lap

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raw horsepower and torque gives you a wide, controllable powerband.

It's mated to a new five-speed transmission so you can make the most of all that power.

And with a dry weight of only 224.9 pounds, you have a motorcycle that's ready to take you to the limit.

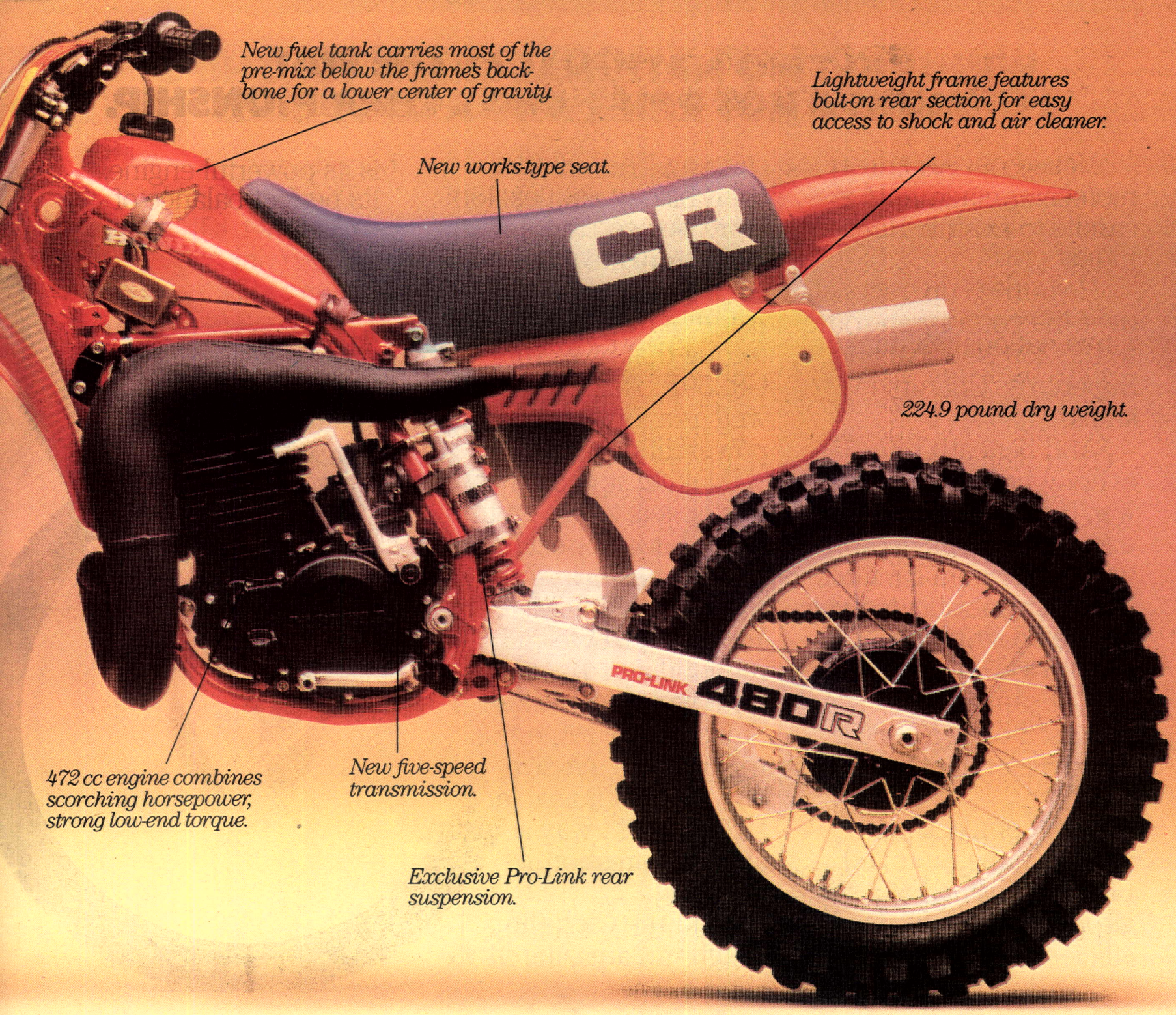
The 1983 Honda CR480R.

It's got the power to put you in the lead, and the handling to keep you there.

Externally-mounted knob offers quick damping adjustment.

The key to Pro-Link is the unique linkage we designed and patented. It connects the remote reservoir gas-charged shock to the swing arm. As the rear wheel moves upward, the linkage changes the ratio of swing arm movement to shock movement, which increases the shock's piston speed. The faster the piston speed, the greater the resistance.

Pro-Link is able to handle the largest bumps, yet it remains compliant for the smaller stuff. Which means a smoother ride and faster lap times.



New fuel tank carries most of the pre-mix below the frame's backbone for a lower center of gravity.

New works-type seat.

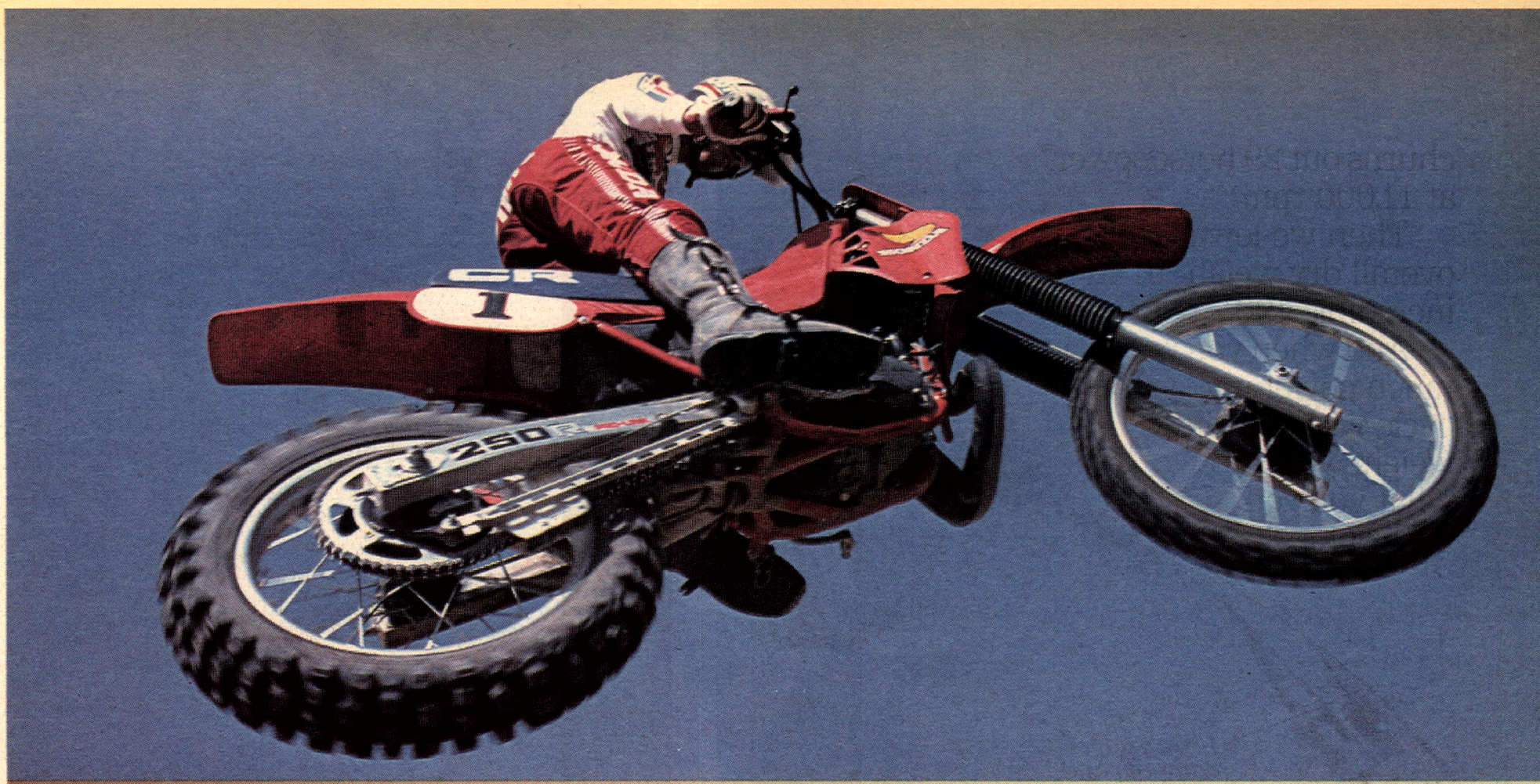
Lightweight frame features bolt-on rear section for easy access to shock and air cleaner.

224.9 pound dry weight.

472 cc engine combines scorching horsepower, strong low-end torque.

New five-speed transmission.

Exclusive Pro-Link rear suspension.



WINNING TWO NATIONAL CHAMPIONSHIPS TAKES A HOT RIDER AND A COOL BIKE.

Nobody in American motocross could hold a candle to Donnie Hansen in 1982.

He burned up tracks all over the country en route to the 250 National and Supercross Championships.

And beneath him every whoop of the way was the Honda RC250. Its tremendous horsepower was maintained lap after lap by a sophisticated yet simple cooling system unique to Honda.

The same cooling system used on the 1983 CR250R production machine.

Two compact, lightweight frame-mounted radiators instead of a single large one ensure more efficient cooling and easy steering. The cylinder head has two outlets for increased coolant flow.

The engine they cool is equally sophisticated. A blend of horsepower and torque that gives the CR250R blazing speed as well as a forgivingly-wide powerband.

Making sure all that power gets to the ground is Pro-Link, our exclusive rising-rate single-shock rear suspension system. You can select from 20 rebound and 12 compression damping settings. Smoothing out the track up front are massive 43 mm air-adjustable forks with 14-way adjustable compression damping.

And the CR250R weighs an amazing 212.8 pounds dry.

The 1983 CR250R. It's so hot, it'll give the competition chills.

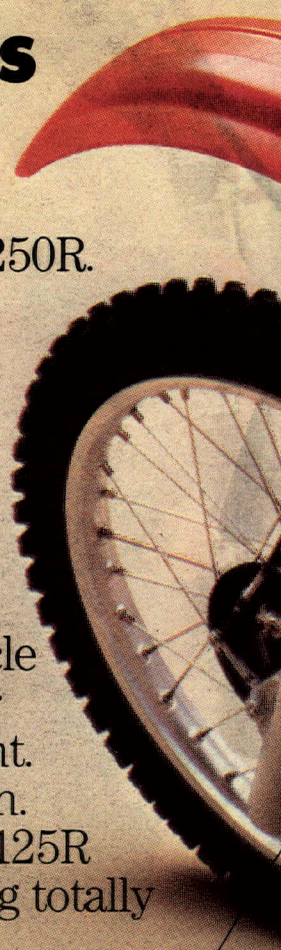
THE SPEED OF LIGHT.

There are only two ways to make a motorcycle faster. Add power or subtract weight.

So we did both.

Inside the CR125R we put something totally new.

A redesigned 122 cc two-stroke engine that



New lightweight hubs with straight pull spokes.

churns out 29 horsepower* at 11,000 rpm.

Then we lowered the overall dry weight to an incredible 190.7 pounds.

And when you put that much power into a motorcycle with that little weight, you know what you get?

Trophies.

Dual-flow cooling system.

38 mm air forks.

New fuel tank locates pre-mix lower for better handling.

Lowered works-type seat.

New 122 cc engine with improved gear ratios and larger, stronger clutch.

Pro-Link rear suspension.

43 mm air-adjustable forks with 14-way adjustable compression damping and 12 inches of travel.

Our exclusive dual-flow cooling system uses compact twin radiators mounted on the frame. High enough to get plenty of air flow and low enough to provide a low center of gravity for superb handling.

New works-type seat.

Bolt-on rear frame section.

246 cc two-stroke engine delivers maximum horsepower.

Dry weight 212.8 pounds.

Exclusive Pro-Link rear suspension, with new linkage ratios, adjustable rebound and compression damping, provides 12.2 inches of travel.

**SAE net taken at crankshaft.*

GIVE YOUR KID 20 HORSES INSTEAD OF A PONY.

You know what a kid learns from a mini-motocrosser with this much power?

How to be a gracious winner.

But there's more to the 1983 Honda CR80R than a fistful of horsepower.

It's liquid-cooled this year, to make sure it keeps pumping out all that horsepower all the way to the checkered flag. Yet the bike's even lighter than it was last year.

Our exclusive Pro-Link rear suspension and 31 mm air-adjustable front forks take care of the jumps, bumps and whoops.

And to make sure the rest of the bike stands up to all that punishment, we utilized a super-rigid double cradle frame and tough alloy rims.

Then we gave the CR80R something really new.

119.1 pound dry weight.

27.2 inch seat height.

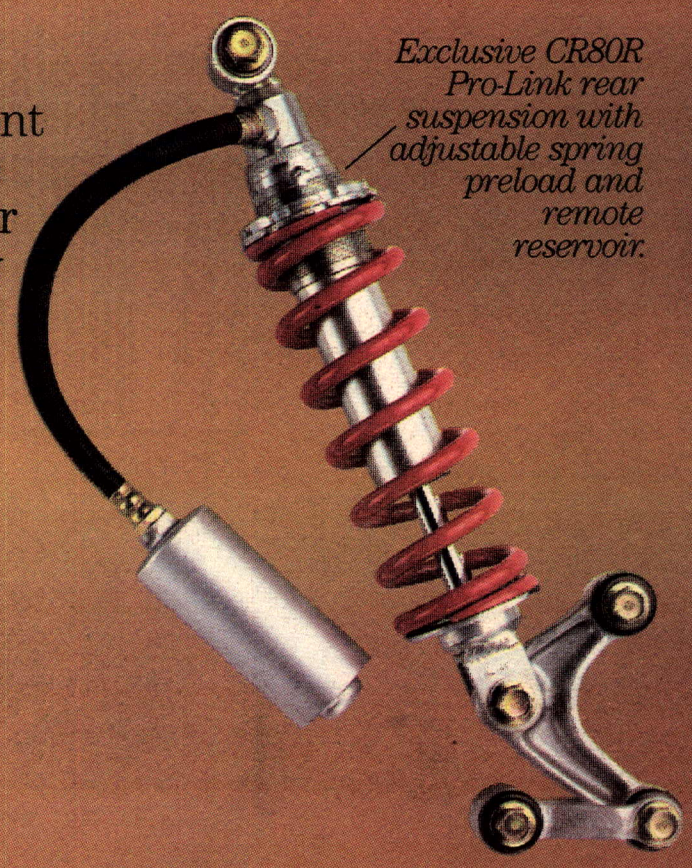
Close-ratio, six-speed transmission.

Powerful, 58 cc two-stroke engine with lots of torque.

Pro-Link rear suspension.

A little brother.
The all new CR60R.
A machine perfectly suited to young motocrossers thanks to its 27.2 inch seat height and plenty of torquey, low and mid-range punch.
But the six-speed transmission really lets a kid wind out the 58 cc reed valve-inducted engine on those long straightaways.
And with 27 mm front forks and our exclusive Pro-Link rising-rate rear suspension, there's only one way to beat this little CR.
Get a bigger CR.

HONDA
FOLLOW THE LEADER



Exclusive CR80R Pro-Link rear suspension with adjustable spring preload and remote reservoir.

31 mm air-adjustable forks have refined spring and damping rates with 8.9 inches of travel.

New liquid-cooled engine produces over 20 horsepower.

Maintenance-free inner rotor CD ignition.

Exclusive Pro-Link rear suspension provides 8.3 inches of progressive travel.

PEOPLE WHO RIDE MOTOCROSS SHOULD GET PROFESSIONAL HELP.

You might be a little crazy, but if you're riding a Honda you're pretty smart.

You know what it takes to win.

Skill. Determination. And a machine designed with championship technology.

But it also takes parts. Quick service. Professional advice on fine tuning your machine. Maybe even a little financial assistance.

That's where the Honda CR Support Program comes in. Helping you make the most of your motorcycle and your season.

The reason is simple. Keeping you the leader is what keeps us the leader.

Ask your Honda dealer about the CR Support Program.

It just might be the best reason of all for getting a new Honda CR.

HONDA
FOLLOW THE LEADER

ALWAYS WEAR A HELMET AND EYE PROTECTION. Designed for operator use only. CRs are designed for motocross use only and are sold "AS IS" without warranty. Rules, guidelines and benefits of this program are subject to change without notice. Specifications and availability subject to change without notice. ©1982 American Honda Motor Co., Inc. For a free brochure, see your Honda dealer. Or write: American Honda, Dept. 355, Box 9000, Van Nuys, CA 91409.

Burdette slipped by Wiese for fourth and he soon had third at Ramirez's expense as Ramirez went down. Throughout the race, Karcher kept Albright at bay and eventually took the win and overall. Third went to Burdette while Wiese followed in fourth.

In the 250cc Intermediate class, Suzuki Country's Duane Mapes (Suz) cruised to a flawless 1-1 combination win. Mapes' nearest threat was Husky-mounted Ron Lawson who settled for second with a 3-2 tally. A 2-3 tally by Henry Marmolejo (Hon) was good enough for third.

Consistent riding (2-2) by Chris Anderson (Hon) earned him the victory in the 250cc Novice class. First moto winner Tom Mee (Suz) settled with second overall after taking third in moto two. Third with a 3-4 combination was Rick Bardner (Yam).

Results

60 PEE WEE: 1. Wesley Klein (Kaw); 2. Brandon Sperling (Kaw); 3. Jacob Swain (Yam).
60 PEE WEE: 1. Dan Brechtel (Yam); 2. Tyson Daniel (Yam); 3. Shane Good (Yam).
MINI BEG: 1. David Foltz (Yam); 2. Paul Fernandez (Yam); 3. John Holmes (Kaw).
MINI BEG: 1. Donny McGlaughlin (Yam); 2. Bruno Wilson (Kaw); 3. Chris Lester (Kaw).
MINI NOV: 1. Colin Karcher (Yam); 2. Mike Wiese (Yam); 3. Mitch Eber (Kaw).
MINI INT: 1. Alex Mansfield (Kaw); 2. Bryan Petrie (Yam); 3. Ronnie West (Kaw).
125 BEG: 1. Kenneth Kessell (Suz); 2. Jim Williams (Yam); 3. Pete West (Yam).
125 NOV: 1. Greg Kopp (Yam); 2. Marlon Arana (Hon); 3. Bill Wilt (Yam).
125 INT: 1. Bruce Harcrow (Suz); 2. Greg Bender (Yam); 3. Paul Herman (Kaw).
250 BEG: 1. Tom Gergen (Suz); 2. Clifford Mahneor (Hon); 3. Tom Reynolds (Hon).
250 NOV: 1. Chris Anderson (Hon); 2. Tom Mee (Suz); 3. Rick Bardner (Yam).
250 INT: 1. Duane Mapes (Suz); 2. Ron Lawson (Hus); 3. Henry Marmolejo (Hon).
500 BEG: 1. Ralph Mendenhall (Hus); 2. Harlan Riggle (Hus); 3. J. Kirkpatrick (Hus).
500 NOV: 1. Jim Speight (Yam); 2. Jerry Lowell (Yam); 3. Tom Sawyer (Suz).
500 INT: 1. Dean Wilkinson (Hon); 2. Reynard Rice (Yam).
OPEN PRO: 1. Brent Blount (Suz); 2. Scott Wilkinson (Suz); 3. Rick Vanderham (Yam).
VET: 1. Robert Jimenez (Suz); 2. Jim Smedley (Suz); 3. Jay Abaugli (Suz).

Lyerla leaps at Dune Stadium-cross

By Mike Johns

VALENCIA, CA, OCT. 24

As the gates opened at Indian Dunes, the weather didn't look very promising. Rain had already been steadily falling for an hour. But by the time practice started, the clouds were breaking up and a beautiful day was in store for the crowds. Over 1000 came to see an awesome track. And they weren't disappointed. Of the amateurs, the 125cc Intermediates put on the most professional display of rider ability.

The first moto hit the track with Danny Kudrave in control. Gary Sailors was pushing Kudrave and his Glendale Suzuki to the outer limits. In third place was Kawasaki of Goleta rider Skeeter Lyerla. Sailors made some good moves, but Kudrave hung tough. At one point Sailors tried a pass over the "High Point Mesa." Kudrave wouldn't budge, and as they crested the top of the Matterhorn for the checkered flag it was Kudrave, Sailors and Lyerla.

Round two saw Dave Antillion grab the holeshot and move out over second place Darin Powel from Tulare Kawasaki. In the meantime, Suzuki of Ventura rider Lance Johnson was coming from midpack at a rate that would startle a seasoned Pro. Johnson picked off riders in mid-air, corners, straights and anywhere he could sqeeze through.

With two laps left, Powel went down leaving Antillion all alone. Lance Johnson had caught up to Skeeter Lyerla, who had moved into second. With one lap left, it looked like an easy win for Antillion until he became another victim of "The Pit". Antillion hit a deep hole that sent him over the bars and back to the pits. Lyerla could feel Johnson's pressure, but could never see him due to the fact that he was always above him. Johnson flew higher than anyone, but it didn't pay off. At the end Lyerla took the win, Johnson nailed second.

The 250cc Pros had another good turnout causing a greater payback. Diverse styles would make up the scenario for this event. Down the "Shoei Start Chute" it was Brand Johnson this time. Brand has been picking up speed each time out and is again becoming a major threat to the Pro class. Johnson took the Suzuki of Ventura RM250 all the way to the checkered. Kenny Zahrt would hold second place all the way to the end, while Suzuki of Bakersfield rider Darren Oliver would come from behind to finish third.

In moto two, Zahrt let Johnson take the backseat as the two riders held off the rest of the pack. Andy Segale rode hard to try and beat the Honda of Gary Adams for third. But Adams was not to be denied. At the flag it was Zahrt 2-1, for first, Johnson second 1-2, Segale finished 4-4 for third overall and Adams was fourth with a 7-3 score.

George, Richardson, Blose AZ fall MX Series Champs

By Pam Hardin

PHOENIX, AZ, OCT. 24

James George, Timbo Richardson and Chappy Blose took the Arizona Fall Motocross Series wins at today's race at Canyon Raceway, but Bill Dalton, Gary Dircks and Bryan Hayes took today's class wins. After the racing was over, a drawing was held for two new motorcycles. Only class winners were eligible for the drawing. Open Amateur class winner Bill Lynch won the new Honda CR250R donated by Tri-City Honda and a new Kawasaki KX125 was donated by a group that included Canyon Raceway, Thunder Ridge Kawasaki, Thunder Valley Raceway and Kawasaki Motor Corporation. Mini Novice winner Brent Wineland was the lucky KX recipient.

In the day's racing, Suzuki-mounted Gary Dircks added to his bank account with a 1-1 finish in the 250cc Expert class while Apache Honda-sponsored Bill Dalton took the overall in the 125s.

The 125cc Expert first moto was more like a "Bad News Bears go to the motocross" than a Pro race as four of the top riders bounced off each other, trying the same lines at the same time.

Johnnie Dermo's return to Arizona started out well as he jumped out in the lead with Chappy Blose and Drey Dircks going line for line behind. Five turns later Dircks slipped his Suzuki by for the lead. Blose filled the slot for second.

The craziness started two laps later when Dircks bounced off the tires after Death Pit and Blose bounced off his downed bike a split second later. While they were regaining their composure, Dalton kept his and slipped by for the lead. Dircks' quick recovery got him the lead half a lap later while Paul Bowman and Dermo collided after going bar to bar for third. Dermo got up to finish 11th while Bowman sat and watched.

Chappy Blose soared to second 125cc Expert and an Arizona Series win.

Still in the lead, Dircks pulled off with carb problems, only to come back a lap later and a moto win short. Doug Jackson saw his chance for second, but lost it as quickly with a spill at the bottom of the tower.

With almost half the field literally down and out, Bruce Peters stayed up for second. Todd Kessel came back from dead last to push in third, but a shattered front wheel kept him from pushing any further. He cruised in for eighth while Blose rode hard to finish third.

The race was the absolute scorer's nightmare, but Dalton moved steadily through lappers to take a 30-second lead into the pits.

The second moto lacked the drama and mistakes of the first when Dircks took over early with Dalton moving in behind. Blose waited in third for the mistakes that never came. Apache Honda rider Kessel took fourth from Dermo on the last lap, giving him third overall.

Results

Y-ZINGERS: 1. Kevin Kinman (Yam); 2. Brian Cook (Yam); 3. Chucky Cook (Yam).
PEE WEE NOV: 1. Morgan Adams (Yam); 2. Justin Jauriu (Yam); 3. Tyler Davis (Yam).
PEE WEE AM: 1. Jimmy Button (Yam); 2. Damon Watkins (Yam).
80 BEG: 1. Tim Burke (Yam); 2. Brian Hart (Kaw); 3. Brent White (Yam).
80 NOV STK: 1. Brent Wineland (Suz); 2. Pat Loughran (Yam); 3. Grady Ingram (Hon).
80 NOV MOD: 1. Brent Wineland (Suz); 2. Pat Loughran (Yam); 3. Nick Pietrasik.
80 STK AM: 1. Shawn Hilton (Yam); 2. Scott Bawden (Kaw); 3. Craig Nielsen (Yam).
80 MOD AM: 1. Shawn Hilton (Yam); 2. Craig Nielsen (Yam); 3. Scott Bawden (Kaw).
80 STK EX: 1. Bryan Bruner (Kaw); 2. Dennis Parker (Yam); 3. John Moran (Yam).
80 MOD EX: 1. Bryan Bruner (Kaw); 2. Dennis Parker (Yam); 3. John Moran (Yam).
125 BEG: 1. Frank Frauls (Yam); 2. Andy Wyczawski (Hon); 3. Chris Suydam (Suz).
125 STK NOV: 1. Garo Rolnik (Suz); 2. Keith Wtkins (Suz); 3. Tom Hunt (Suz).
125 MOD NOV: 1. Tom Hunt (Suz); 2. Keith Watkins (Suz); 3. Dave McGaffee.
125 STK AM: 1. Robert Mason (Kaw); 2. Richie Dobbs (Yam); 3. Mark Lucas (Suz).
125 MOD AM: 1. Robert Mason (Kaw); 2. Richie Dobbs (Yam); 3. Mark Lucas (Suz).
125 EX: 1. Bill Dalton (Hon); 2. Chappy Blose (Hon); 3. Todd Kessel (Hon).
250 BEG: 1. Adam Vesely (Kaw); 2. John Kristjnson (Yam); 3. Dave Perling (Kaw).
250 STK NOV: 1. Kevin Hauser (Hon); 2. Chuck Haynes (Hon); 3. T.J. Morrow (Yam).
250 STK AM: 1. Craig Goodnuff (Hon); 2. Willie Musgrove (Suz); 3. Larry Witt (Suz).
250 & OPEN: 1. Dave Daniels (Suz); 2. Larry Witt (Suz); 3. Charles Tate (Hon).
250 EX: 1. Gary Dircks (Suz); 2. Chappy Blose (Hon); 3. Scott Stallard (Yam).
OPEN BEG: 1. Bob Burek (Mai); 2. Robert Mahnert (Yam); 3. Steve Saurt (KTM).
OPEN NOV: 1. Greg Smith (Yam); 2. Bob Dean (Hon); 3. Brian Russ (Hon).
OPEN AM: 1. Rick Hinchcliff (Yam); 2. Bill Lynch (Hon).
OT NOV: 1. Ed Deedler (KTM); 2. Larry Rinehart (Hon); 3. Dave Brosius (Hus).
OT AM: 1. Rick Tabor (Yam); 2. Richard Myers (Hon); 3. Monte Whitaker (Yam).
FOUR-STROKES: 1. Steve McKinney (Kaw); 2. Jesse Lopez (Hon); 3. Scott Wheeler (Hon).

Barker jams to DeAnza MX victory

By Kit Palmer

SUNNYMEAD, CA, OCT. 24

Yamaha-mounted Jeff Barker used a 3-1 combination to wrap up the victory in the highly competitive 125cc Beginner class today at DeAnza Cycle Park. In both motos, Barker had to put up with the pesky Suzuki of Scott Wilson.

When the pack exited the first turn at the start of moto one it was Barker who took command, only inches

Western hotline

This Triumph sidecar setup was one of the many at Griffith Park.

ahead of Casey Montgomery (Yam), Wilson, Mike Hague (Yam) and Jay Birmingham (Suz). During the second lap Montgomery went down, dropping back to the rear of the field and giving Wilson control of the second spot. At the same time Birmingham took care of Hague for third.

During the next four laps the three leaders were engaged in a handlebar-to-handlebar battle for the lead. With only two laps remaining, Birmingham made his move by edging his way past both Wilson and Barker to take over the top spot. Birmingham also snuck by Barker at the same time for second. The win went to Birmingham followed by Wilson, Barker and Gerald Reid (Yam).

In the second moto, it was Reid who stole the holeshot ahead of Barker, Hague and Wilson. Reid held the throttle wide-open, keeping Barker, who earlier had passed Hague for second, at a safe distance. However, disaster struck Reid with only two laps to go when he went down, dropping to the rear of the pack. Barker then inherited the lead and eventual win. Wilson again took second followed by Hague, Birmingham and John Karr (Hon).

In the 250cc Intermediate class, it was Randy Skimmer (Suz) who tallied a 1-1 combo to capture the overall title while Yamaha-mounted Mark Montgomery took second with two seconds. Third overall with a 3-3 total was Jay Stranger (Yam) who finished just ahead of the 5-4 score by Henry Marmolejo (Hon).

Results

PEE WEE: 1. Mike Metzger (Yam); 2. Judd Scanlan (Yam).
JR CYCLE: 1. Wes Klein (Kaw); 2. Mike Metzger (Yam).
MINI BEG: 1. John Scarberry (Yam); 2. Dean Keeling (Yam); 3. Richard Geraghty (Yam).
MINI NOV: 1. Mike Sandoval (Suz); 2. Mike Michetti (Suz).
MINI INT: 1. Mike Fitzgerald (Hon); 2. Roy Chambers (Yam); 3. Walter Armendariz (Suz).
125 BEG: 1. Jeff Barker (Yam); 2. Scott Wilson (Suz); 3. Jay Birmingham (Suz).
125 NOV: 1. Chad Barnes (Yam); 2. Lance Gorton (Kaw); 3. Tim Malcolm (Suz).
125 INT: 1. Jim Pearson (Suz); 2. Danny Cantley (Kaw); 3. Jimmy Palmer (Yam).
250 BEG: 1. DeWayne Boese (Hon); 2. Corey Gash (Yam); 3. Mike Norris.
250 NOV: 1. Steve Remy (Yam); 2. Steve Johnstone (Suz); 3. Garner Palenske (Mai).
250 INT: 1. Randy Skimmer (Suz); 2. Mark Montgomery (Yam); 3. Jay Stranger (Yam).
250 PRO: 1. Eddie Michetti (Suz); 2. Andy Kirker (Suz); 3. Duane Mapes (Suz).
OPEN NOV: 1. Ted Metzger (Mai); 2. Rory Fisher (Mai); 3. Mike Norris (Mai).
OPEN PRO: 1. Keith Dysert (Hon); 2. Ray Cates (Yam); 3. Quinton Smith (Suz).
VET JR: 1. Karl Scanlan (Yam); 2. Howard Dikeeling (Suz); 3. Harry Stevens (hon).
VET INT: 1. Paul Escamilla (Hon); 2. James Richardson (Hon); 3. Larry Lowen (Suz).

Gibson wins at Sunrise

By Bert Valenzuela

ADELANTO, CA, OCT. 24

Ron Gibson tooled his Open Honda around the challenging course at Sunrise Valley Cycle Park to a 1-2 finish, taking the overall Pro honors on this beautiful day in Adelanto.

In a final tune-up for the Ghost Riders Series, Ron led wire to wire in the first moto with Nev LaBorde taking second and Randy Yetto a close third.

In the second stanza Ron again jumped out to a quick lead with LaBorde once more running second and Tim Toler third. However, a slow starting Yetto came from fifth to second by lap number six.

Randy, doing a masterful job of riding, dogged Gibson's trail until the second to last lap. He then moved past Ron and jetted to the finish. LaBorde again took third. Thus it was Gibson, Yetto and LaBorde, in that order, for the day.

In the Intermediate wars, Greg Winters took the 250cc honors with two firsts. He was followed across the line, in both motos, by Mike Edmonds and Tony Pulliam, respectively.

Neil Christman edged Charlie Strong for the Open win. Pete Vetrano was second in the first moto, just ahead of Strong. Strong took second in the second moto, as Vetrano pulled off on lap two. Charlie settled for second behind Christman for the day.

The 125cc race was a literal runaway for Victorville Suzuki's Johnny Ray; he stayed on his bike again for the full two motos. In the process of whipping Scott Graham and nemesis Jake Roach, Johnny flew around the track in flawless fashion and beat some of the bigger bikes in the process. When this kid doesn't pull his famous premature dismounts, he is something else!

Rod Hawkins edged out Rod Lowe in the Open Novice division with two firsts as Scott Yenzer led the 250cc Novices in both motos to beat out a fast finishing Tom Phillips.

Results

OPEN PRO: 1. Ron Gibson (Hon).
250 PRO: 1. Nev LaBorde (Hon); 2. Bob Ashleigh (Suz); 3. Tim Toler (Yam).
125 PRO: 1. Randy Yetto (Yam); 2. Dave Pettigrew (Suz).
OPEN INT: 1. Neil Christman (Hon); 2. Charlie Strong (Suz); 3. Pete Vetrano (Hon).
250 INT: 1. Greg Winters (Suz); 2. Mike Edmonds (Yam); 3. Tony Pulliam (Yam).
125 INT: 1. Johnny Ray (Suz); 2. Scott Graham (Yam); 3. Jake Roach (Suz).
OPEN NOV: 1. Rod Hawkins (Hus); 2. Rod Lowe (Yam); 3. Errol Lemac (Yam).
250 NOV: 1. Scott Yenzer (Hon); 2. Tom Phillips (Suz); 3. Tom Smith (Hon).
250 BEG: 1. Steve Wu (Suz); 2. Dan Griffith (Hon); 3. Chris Tuttobene (Yam).
125 BEG: 1. Tony Straugio (Suz); 2. Jeff Solee (Yam); 3. Johnny Webb (Suz).
125 NOV: 1. Brian Jay (Suz).
MINI NOV: 1. Eric Cardwell (Kaw).
MINI BEG: 1. Kenneth Tate (Yam); 2. Seth LaBorde (Kaw); 3. Joey Tuttobene (Yam).

Machine gun showing at Sidecar Rally

By F. B. Norton

LOS ANGELES, CA, OCT. 23-24

Machine guns and picnic baskets mixed it up at the 11th Annual Griffith Park Sidecar Rally held over the October 23-24 weekend. Hundreds of sidehacks from all over the country converged on the Los Angeles park for two days of camping and sidecar exhibitions. Doug Bingham of Sidestriders sponsored the event with the help of the U.S. Sidecar Association.

Only two groups are permitted by the Park Rangers to camp overnight in Grifftih Park, the Boys Scouts and the Sidecar rallyists — even if a machine gun did show up.

The deactivated weapon was part of the realistic restoration of a World War II Africa Corps BMW sidecar rig, owned and ridden by John Roema of Pasadena. Also present was Bud Ekins' beautiful 1915 Harley-Davidson 1000cc sidecar set-up and Steve Young's ultra-modern Turbo Shadow, complete with formula racing "wings."

Famous makes of sidecars were well represented and included Swallow, Watsonian, Globe and Streib, as well as the latest in three-wheel innovations, the Terraplane and the Equilean.

Some sidecars were equipped with beds and others looked more like boats, varnished wooden beauties parked next to low slung racing bikes. The sidehacks, either chugged and burbled around the park or just served as centers of conversation like the Van Dutch restored Moto Guzzi "Bitza" and Paul Istrin's 1942 BSA with an Israeli sidecar. The flavor was definitely international.

The entire weekend was one mellow get together, no competitions, no judging...just plenty of talk, good food and swapping of sidecar stories. The array of machinery, both historic and modern, was a real eye opener for the non-sidehackers who came to enjoy the event. You didn't need a sidecar to share the fun. For more U.S. Sidecar Association information contact Doug Bingham at Sidestriders or call 213/780-5542.

Sauro smokes OCIR drags

By F. B. Norton

IRVINE, CA, OCT. 23

Run What You Brung was the name of the game at the Orange County International Raceway as street racers bolted on wheelie bars, tacked up their rear wheels, twisted their pavement scorchers up to max revs and then dumped the clutch when the staging lights flashed *go!*

It was sort of casual, a Saturday at the dragstrip, unlimited runs, unlimited fun. You name it, it was there smoking down the quarter mile. Besides Vance & Hines' famed Suzuki drag bikes and a run by Ross Collins' 1100 Goldwing powered "Battlestar," the event was wide open to anyone else who wanted to test their bike and themselves at top speeds.

There were some big buck radical machines, but most of the bikes that got in their licks were straight from the street; maybe some wheelie bars to keep the front end earthside, maybe some straight struts to tighten up the rear end.

The warm ups, practice runs and general dialing-in lasted all day with the final competitions held beneath the raceway lights, lasting to midnight.

Bracket I win went to Mark Sauro aboard the Vance & Hines GS1100, running his 1170cc street engine to the tune of 125 mph at 9.63 seconds, with an early shutdown at that. Only one spill occurred when Cathy Christal took a tumble at 120 mph. Her condition is reported as good.

Vance & Hines Engineering promises dragstrip action for all takers every Saturday afternoon at the Orange County International Raceway. Some 115 bikes entered Saturday's drags to go for the gusto and the cash prizes. So, if you've got the ultimate street racer or drag bike, or just want to see what your new, or even not so new bike will do when given a safe straight road without the minor obstacles of traffic and police, you can come out and join the tire smoking crowd on any Saturday. For more on bike drag racing contact Vance & Hines at 213/921-7461.

Results

BRACKET I: 1. Mark Sauro, 9.63/125 mph (Suz); 2. Don Earl, 10.05/133.33 mph (Kaw).
BRACKET II: 1. Phillip Rivera, 12.05/101.58 mph (Suz); 2. Cap'n Queeg, 11.77/112.35 mph (Hon).
BRACKET III: 1. Mike Wesolociski, 13.03/88.32 mph (Kaw); 2. Tom Coates, 13.62/93.07 mph (Kaw).

North High School tops Corona MX

By Kit Palmer

CORONA, CA, OCT. 22

Traditionally, the Todd Miller Memorial Motocross at Corona Raceway marks the kick-off of another season full of exciting and highly competitive high school MX and it was hardly a surprise tonight to find last year's champs, North High School, at the top of the class. The Todd Miller Memorial opener does not have any bearing, points wise, on the outcome during the regular series, but it does give each school's riders a chance to get together and plan their strategy. Arlington, who finished second to North, will give the champs a run for the money.

One of North's high point scorers was Scott Mapes (Kaw). Mapes led

from start to finish in every moto he entered, capturing the overall in both the 125 and 175cc Novice classes. Other top finishers contributing to North's success were Chad Barnes (Yam), Gary Dent (Kaw), David Spear (Yam) and Chris Hatel (Kaw).

In the regular unattached races, it was Gene Johnson (Suz) who emerged with the victory in division one of the 125cc Beginner class. Johnson used a 1-2 combination to take the win away from second place finisher Ty Jensen (Yam). Consistent thirds by Jensen gave him second while Rick Claink, who could only manage a sixth in moto one, took the second moto win for third overall.

In division two, Mike Lane rode to two flawless moto wins, easily taking first overall. Lane's nearest competition was Marlon Arana (Hon) who tallied a 2-3 score for second. A 3-4 outing equaled a third for Jim Williams while Tim Williams (Yam) took fourth.

Results

HIGH SCHOOL
MINI NOV: 1. Mike Wiese (Kaw); 2. Chris Hatel (Kaw); 3. Greg White (Yam).
MINI SR: 1. Gary Dent (Kaw); 2. Gary Hughes (Yam); 3. Jim Moon (Kaw).
100 SR: 1. Gary Dent (Kaw); 2. Jim Moon (Kaw); 3. Steve Burdette (Yam).
125 NOV: 1. Scott Mapes (Kaw); 2. Mike Dondel (Yam); 3. Wylie Eng (Yam).
125 INT: 1. Steve Stewart (Kaw); 2. Chad Barnes (Yam); 3. Scott Burns (Kaw).
175 NOV: 1. Steve Stewart (Kaw); 2. Chad Barnes (Yam); 3. Scott Barnes (Kaw).
250 INT: 1. Scott Vanlue (Yam); 2. Mike Mazzacane (Yam); 3. Steve Graham (Hon).
UNATTACHED
50 PEE WEE: 1. Tony Espinoza (Yam).
60 PEE WEE: 1. Wes Klein (Yam); 2. Robert Naber (Suz); 3. Shane Good (Yam).
60 PEE WEE: 1. Ryan Doty (Yam); 2. Brandon Sperling (Yam); 3. Wes Klein (Yam).
MINI BEG: 1. Joey Cox (Yam); 2. Mike Nitti (Yam); 3. Albert Castro (Suz).
MINI BEG: 1. Dave Foltz (Yam); 2. Kevin Bussey (Yam); 3. Chris Winkler (Kaw).
MINI BEG: 1. Jeff Longwith (Yam); 2. Bruno Wilson (Kaw); 3. Darin Slack (Kaw).
MINI NOV: 1. Steve Burdettle; 2. Mike Burdette; 3. Mitch Eber (Kaw).
MINI INT: 1. Terry Szucsko (Yam); 2. Ronnie West (Kaw); 3. Alex Mansfield (Kaw).
125 BEG: 1. Gene Johnson (Suz); 2. Ty Jensen (Yam); 3. Rick Claink.
125 BEG: 1. Rick Lane (Suz); 2. Marlon Arana (Hon); 3. Jim Williams.
125 NOV: 1. Tim Crisell (Suz); 2. Richard Fernandez (Suz); 3. John Espasito (Suz).
125 INT: 1. Bruce Harcrow (Suz); 2. Greg Bender (Yam); 3. Paul Herman (Kaw).
125 PRO: 1. Brent Blount (Suz); 2. Craig Dale (Suz).
250 BEG: 1. Mike Celno (Yam); 2. Steve Jared (Suz); 3. Craig Cartner (Hon).
250 NOV: 1. Chiet Frye (Hon); 2. Tom Mee (Suz); 3. Bret Olsen (Yam).
250 INT: 1. Rick Hoffman (Mai); 2. Kit Palmer (Suz); 3. Ron Lawson (Hus).
250 PRO: 1. Andy Northrup (Hon); 2. John Mazzacane (Suz); 3. Jack Scott (Yam).
500 BEG: 1. Tim McWhortes (Yam); 2. Carl Focle Jr. (Suz).
500 NOV: 1. Jim Speight (Yam); 2. Jerry Lowell (Yam); 3. Ted Metzger (Suz).
500 PRO: 1. Dean Wilkinson (Hon); 2. Leo Saul (Yam).
VET: 1. Robert Jimenez (Suz); 2. Karl Scanlan (Yam).

Delligatta tops 250cc Intermediates at Saddleback

By Tom Corley

ORANGE, CA, OCT. 17

A recent fire scorched the hillsides throughout Irvine and burnt the back section of Saddleback, but missed the motocross track and didn't affect the scheduled events today. The Continental Motosports Corporation held their motocross program and some very fast Amateur and Pro riders were present — even though the Trans-Cal Series was taking place at Sand Hill Ranch over the weekend.

There is a weekly battle going on between 250cc Intermediate riders Pat Delligatta and Scott Slayton. Delligatta took his Whittier Honda to the top honors, but during the motos he failed to take the holeshot and had to work by the others. Slayton shot out ahead in the first moto aboard his Yamaha with Delligatta right behind him. Delligatta has found that his key place to pass is on the downhill after the start and it was at that point that he zapped Slayton to take the lead. Steve Adamson came through in second and edged out Slayton at the end of the race.

Randy Skinner took an average fifth place finish in the first moto but came back real strong in the final round. Skinner took the holeshot on his Suzuki, but his lead didn't last as he bailed on a corner at the back of the track. Terrin Keefer took a poor score in the first moto, but came into the final with a top position. He passed Delligatta to take over first while sailing over a double jump, actually landing on Delligatta. It wasn't long before Delligatta struck back and regained the lead over Keefer, who placed second with Slayton taking third. Overall it was Delligatta with two firsts, Slayton winning second, Ken Campbell third with a pair of fourths and Steve Adamson placed fourth.

DG Cycle of La Habra-sponsored Murray Shackelford took the top trophy in the large Mini Junior class. Murray didn't win either moto, but won the event with a consistent pair of seconds. Suzuki-mounted Chad Smart had everything going for him in the opening moto and took the win over Shackelford, Tim Kosi and Steve Kendall.

Taking a better start in the final moto, Kendall was leading with Karcher and Shackelford following. At this point, both Kendall and Shackelford would tie (points wise) if they were to hold their positions, but Kendall lost control of his Suzuki when he hit a rock and this caused him to go down. Karcher became the new leader with Shackelford and Steve Flanders taking second and third. Two seconds earned Shackelford the overall win ahead of Smart, Karcher and Hunt.

The Pro classes were great with three two-man battles taking place. Rick Maki shot down Doug Dubach for the 125cc class win. Dubach had a hectic day with clutch problems in the first moto and then he ran over his foot in the final event. Dubach still managed second over Mike Kell.

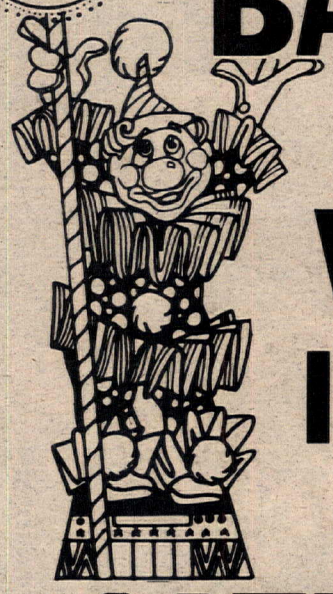
Ron Turner earned the 250cc class money after defeating Jeff Jennings. Turner made one mistake when he stalled his bike during the first moto and gave away the lead to Jennings. Turner's 2-1 still earned him the top money.

The 500cc Pro class was a two man battle simply because there were only two riders. The Honda of Bob Casper took the overall with Jim Roy taking second. ●

Results

80 JR: 1. Murray Shackelford (Kaw); 2. Chad Smart (Suz); 3. Colin Karcher (Yam).
80 INT: 1. Thayne Zito (Kaw); 2. Pat Beckley (Yam); 3. Robert Makimoto (Yam).
125 JR: 1. John Gersjes (Kaw); 2. Craig Gardner (Hon); 3. Marcelo Morales (Suz).
125 INT: 1. Sean Corcoran (Suz); 2. Jim Cobham (Suz); 3. Ray Romero (Yam).
125 PRO: 1. Rick Maki (Suz); 2. Doug Dubach (Suz); 3. Mike Kell (Suz).
250 JR: 1. Clay Stanford (Suz); 2. Mark Kerr (Hon); 3. William Noble (Suz).
250 INT: 1. Pat Delligatta (Hon); 2. Scott Slayton (Yam); 3. Ken Campbell (Kaw).
250 PRO: 1. Ron Turner (Hon); 2. Jeff Jennings (Yam); 3. Eric Baker (Hon).
500 JR: 1. Steve Dawson (Yam); 2. Barry Marks (Yam); 3. David Tanis (Yam).
500 INT: 1. Jimbo Harris (Yam); 2. Kevin Willin (Yam); 3. Art Gersjes (Hon).
500 PRO: 1. Bob Casper (Hon); 2. Jim Roy (Suz).
VET JR: 1. Nick St. Laurent (Hon).
VET INT: 1. Dave Krider (Kaw).
VET MASTER: 1. Ray Pisarski (Hon).
OT JR: 1. Michael Salisbury (Hon).

CIRCUS CIRCUS



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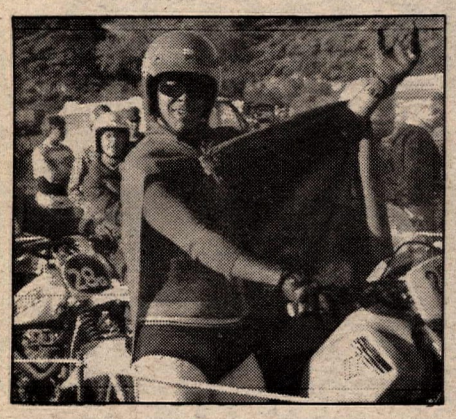
Silver State YAMAHA

NORTHERN DATELINE

Minute 21, family Ray gets ready to start Trick or Treat enduro.



Halloween enduro madness.

Locey trick, gets top treat at D-36 family enduro

By Jim Bowman

REDDING, CA, OCT. 31

Open B rider Mark Locey topped 138 other riders today at the Redding Dirt Riders District 36 Trick or Treat family enduro. The Trick or Treat, almost a last minute affair, drew 150 entries and was run exceptionally well for any club's first attempt at a family enduro. An extra treat of the day were those that showed up in costume and firmly set the tone of the day as that of a family outing.

At the early morning riders meeting, RDR club president Joe Cosca warned all the riders of all the challenging areas on the course and promised plenty of help to those who needed it. From five-year-old Josh Ray to 57-year-old Harvey Dailey, all the riders were taken care of as Redding Dirt Riders lined all the major up and downhills to assist the riders.

The course started off at a slow speed average in the scenic area of Shasta Dam. The riders were slowly warmed up with gently increasing speed averages and gradually more difficult terrain. An 18 mph section before gas challenged the Novice and newer riders, but a 17 minute gas break gave them a chance to get back on time and zero the check just after gas.

A 15 mph section after gas also kept the Novice riders working hard, but the big test of the day was the 30 mph special test. Riders had been warned about this test at the rider's meeting and told that this test was for only the better riders; it was a fast average, but the terrain could be conquered by all with plenty of room to pass.

It was in the special test that most of today's trophies were determined. Locey lost just one second here to win the overall and top his class over Eric Jenssen, who lost one minute here. Pete Dubaldi won the combined A class in this section with a zero score, just seconds ahead of Bill Dart.

The women showed up in force today as the Trick or Treat is one of the only two chances many of these ladies have to ride in District 36 all year. B rider Susan Poor easily took her Honda to a first place Powder Puff finish with the competitive score of just one point. Linda Dart was second with five points and Carol Bowman edged Kathy Bertram by just one point to take third.

In regular men's competition, most of the A and B trophies were taken with zero or one point scores. The C class, however, was a little more challenged by the special test.

Someone by the name of Cooper (we didn't get his first name) did manage to ride a 250cc bike to a score of just one, but the rest of the C class seemed to drop just one more point for each place back from first. Jeff Church won the Open C class with a two, J. Ellers was second 250cc C with a three and Linden Brown and Mike Palmer both scored four for third 250cc C and second Open C, respectively.

We didn't get a chance to see the scores for the 125cc C class, but we do know that Jonathan King was the winner over Kevin Lively and Mason Haynes.

Finally, though we don't mean to leave those who came first in life for last, there were four trophy winners in the two Old Timer classes. Jon King won the Old Timer B class over Bill Bulloti from the Napa Valley Climbers and CERA's Don Shaw rode his Husky to victory over John LaMont in the Old Timer C class.

The first annual Trick or Treat was a lot of fun for all the riders and many should be looking forward to the next District 36 family enduro to be put on by the California Enduro Riders Association on Nov. 27. Word has it that the CERA may also be putting on a spring family enduro next year. Whatever the case, it should be a real treat to see what the RDR does with next year's Trick or Treat now that they have a whole year to plan for it.

Results

OVERALL: 1. Mark Locey.
COMB A: 1. Pete Dubaldi; 2. Bill Dart.
OPEN B: 1. Mark Locey; 2. Eric Jenssen (Hon).
250 B: 1. Roger Delight; 2. Tom Rabe; 3. Robert Schirmann.
200 B: 1. Butch Campbell; 2. Wayne Boyer.
OT B: 1. Jon King; 2. Bill Bulloti (Hon).
OPEN C: 1. Jeff Church; 2. Mike Palmer; 3. Mason Rose.
250 C: 1. Cooper; 2. J. Ellers; 3. Linden Brown.
125 C: 1. Jonathan King; 2. Kevin Lively; 3. Mason Haynes.
OT C: 1. Don Shaw (Hus); 2. John LaMont.
PP: 1. Susan Poor (Hon); 2. Linda Dart; 3. Carol Bowman (Suz).

Moen Massacres S.I.R. Challenge MX

By Suanne and Clay Light

KENT, WA, OCT. 31

Seattle area sand specialist Tom Moen put his Seattle Honda Yamaha into the winner's circle at round five of the Northwest Challenge series today which is sponsored by Wrangler, Pepsi, Scott USA and the American Motorcyclist Association. A $15,000 dollar series payoff makes this series one of the richest this season.

Moen copped two overalls with a 2-1 score in both the 250cc and Open Pro classes. Teammate Cory Klaudt took the 125cc Pro class convincingly with 1-1 scores over Robb Manning (Hon) and Stacy Thornton (Suz).

Good battles all season long have occured in the Mini Expert class at S.I.R. One notably fast rider is Larry Ward on a Team Green Kawasaki ride, who has come a long way to the top. Ward put his KX into the lead both grueling motos to stun a fine field of fast Experts, nabbing the first moto win over Tommy Judge (Yam) and Oren Bray. Ward was out to do the same and handily succeeded at the start of moto two, moving into a lead all to himself as Judge rode in second over a John Sowards/Jeff Brown battle for third. Ward went across the line for the win over Judge (2-2) and Sowards (6-3).

It was a yellow flash coming into turn one of the first 250cc Pro moto, followed by a trio of Kawasakis that would hound Moen all day. Teammate Klaudt (Seattle Hon/Yam), Logan Edrington (Tacoma Kaw) and Tim Olson (Kaw) stayed with Moen until Klaudt took over the lead with a banzai pass, leading Moen to the finish.

The second moto again saw Moen leave the pack to knock themselves silly over top positions on the unbelievably gnarly track. You would have to see S.I.R.'s killer double downhills to believe it. The entire section is laced with boulders and it is a long way to the bottom. There are also whoops all the way around, which makes for some good racing.

First moto winner Klaudt got two laps down after problems and was working through a deficit while Moen motored to the flag, followed by the green trio of Edrington, Stan Lund (Kaw) and Olson. Moen took the overall (2-1) over Edrington's 3-2 tally and Klaudt (1-6).

Stacy Thornton (Bellevue Suz) led the 11 rider 125cc Pro class into the whoops, followed by some heavy competition in the form of Klaudt (Hon), Manning (Totem Hon/Hi-Point/American Honda), Lance Richotte (Enumclaw Suz) and Mark White (Suz). Klaudt left it wide open to take the lead and Manning offered chase. Klaudt took a decisive win over Manning, Thornton, Richotte and Jayme Nickle (Yam).

Moto two ended up Richotte's way, but only off the line as Klaudt was quick to launch off the ledge and take over for the lead. Rival Manning DNF, letting Thornton ride in Mannings demise with Richotte running third. Ted Pinkman (Yam) rode in the fourth spot for a while until getting nabbed by White late in the moto. Richotte looked most impressive, but let the win slip from his hands when Klaudt and Thornton got by with three laps to go, which was the hardest Klaudt worked for a win in the series. Klaudt scored another 1-1 over Thornton's 3-2 and Richotte's 4-3.

Manning led the first Open Pro outing off the line and into the battlefield on his 480cc Honda powerhouse, but DNF the last lap which saw "Mad Mike" Mohrbacher take his Husky to a moto win over second place Moen. Moen took the moto two honors to win over Mohrbacher and Manning.

This is the last MX race we will be covering in Washington, ending an era that began in 1977. We've enjoyed seeing riders such as Manning, Billy Joyce, Pat Jacobson, Mark Gregson and the Larsons come up through the ranks, so thanks for all the good times.

Results

OPEN PRO: 1. Tom Moen (Yam); 2. Mike Mohrbacher (Hus); 3. Robb Manning (Hon).
250 PRO: 1. Tom Moen (Yam); 2. Logan Edrington (Kaw); 3. Cory Klaudt (Yam).
125 PRO: 1. Cory Klaudt (Hon); 2. Stacy Thornton (Suz); 3. Lance Richotte (Suz).
MINI EX: 1. Larry Ward (Kaw); 2. Tommy Judge (Yam); 3. John Sowards (Yam).
PEE WEE EX: 1. Casey Jones (Yam); 2. Rod Stanley (Yam).
100 EX: 1. Brad Miller (Yam); 2. Tom Studzinski (Yam); 3. Jeff Benzion (Hod).
125 EX: 1. Bob Monroe (Kaw); 2. Bryan Birkestolla (Yam); 3. Steve Oster (Suz).
250 EX: 1. Ron Larter (Hon); 2. Scott Zerr (Suz); 3. Tom Moriarity (Yam).
OPEN EX: 1. Gard Hollinger (Mai); 2. Mark Envolson (Hon); 3. Jim Meyers (Suz).
PEE WEE B: 1. Tara Harrison (Yam); 2. Randy Munson (Yam); 3. Boris Portnoy (Yam).
PEE WEE C: 1. Michael Brewer (Yam); 2. Frank Harkness (Yam); 3. Reed Stanley (Yam).
MINI C: 1. Susan Chapman (Suz); 2. Arlyn Shardelman (Yam); 3. Earl Hooper (Suz).
MINI B: 1. Chris Stanley (Yam); 2. Jeff Munson (Suz); 3. Robert Gehrke (Suz).
OPEN B: 1. Ted Pauley (Yam); 2. Ken Workman (Yam); 3. Dan Rager (Yam).
OPEN C: 1. Eric Linde (Yam); 2. Mike Thompson (Mai); 3. Jack Warren (Hon).
250 B: 1. Ron Mandel (Yam); 2. Steve Melton (Yam); 3. Mike Kardash (Mai).
250 C: 1. Russ Kinble (Yam); 2. John Hitch (Hon); 3. Anthony Holloway (Hus).
125 B: 1. Kevin Wester (Yam); 2. Kevin Whyte (Hon); 3. Brad Chester (Suz).
125 C: 1. Mike Enderson (Hon); 2. John Kocher (Hon); 3. Doug Homer (Suz).
100 C: 1. John Whitmore (Yam); 2. Justin Pettis (Yam); 3. Steven Faull (Yam).
100 B: 1. Michael Gustine (Yam); 2. William Knight (Yam); 3. Steve Vodopich (Suz).

McRae from behind at SHR MX

By The Ranchhands

BRENTWOOD, CA, OCT. 24

Doug McRae won the first 250cc Expert moto at Sand Hill Ranch today, but had to work his way back up from behind during the second moto to win his class.

Steve Bevilacqua led the first race of the day as the Vets went around Chicken-coop corner. Mike Collins moved his KTM to within striking distance and on the last lap made the pass on the inside and held it to the checker. Collins did a repeat in moto two for the first overall.

Dick Mann and Bob Porter vied for second place as Bob Collins led the Old Timers race. Mann called on his experience to pass and take both motos over Porter and Collins.

Doug McRae holeshot the 250cc Expert battle with Larry Coleman and Bill Jamerson in tow. Jamerson baubled and Ken Klein slipped by for

third. Coleman kept the squeeze on McRae through the first half and Jamerson and Brett Cahors battled back and forth for fourth. On lap six, McRae held a big lead as Klein closed in for the second at the finish.

Coleman got an early lead in moto two, but a slight judgement error let Joe McCrummon take the lead. Moto one leader McRae started back in seventh and began his push early, quickly getting by Jamerson and Klein. Next, Cahors got by McCrummon for third and McRae passed another rider as Coleman tried to stretch his new lead. McRae kept the throttle wide open and finally gained first place and the overall.

Johnny Hicks led the Minis from start to finish on a new 1983 Suzuki with Terry Bostard in second and Mike Pascarella's Kawasaki pushing from third. Still, the positions didn't change during moto one.

Pascarella took the lead in moto two, but Hicks grabbed the lead on lap four and held it to the finish over Pascarella and Bostard.

Concord Yamaha rider Jerry Brandt holeshot the Open Pro moto one with Lance Coleman right behind. By the end of lap four, Berkeley Yamaha's Wayne Archer had taken second, following Brandt to the checker.

Archer headed up moto two and never surrendered to Brandt, thus achieving the overall.

Results

VET: 1. Mike Collins (KTM); 2. Steve Bevilacqua (Hon).
OT: 1. Dick Mann (DMS); 2. Bob Porter (Mai).
250 EX: 1. Doug McRae (Yam); 2. Larry Coleman (Hus); 3. Kenny Klein (Suz).
250 INT: 1. George Hopper (Yam); 2. Frank Valado (Hon).
250 JR: 1. Robert McBroom (Suz); 2. David Little (Suz).
125 JR: 1. Robbie Gramm (Suz); 2. Nick DeBella (Suz).
MINI: 1. John Hicks (Suz).
OPEN PRO: 1. Wayne Archer (Yam); 2. Jerry Brandt (Yam).
OPEN INT: 1. Richard Roe (Hon).
125 EX: 1. Michael Whalen (Yam); 2. Steve Nauman (Hon).
OPEN JR: 1. Paul Bierwith (Mai); 2. Paul Montgomery (Hon).
125 INT: 1. Jed Johnson (Suz); 2. Marty Cooper (Suz).

Kephart, Burkett top Jolly Roger 250s

By Bubby S. Snob

KENT, WA, OCT. 24

Jolly Roger racers came prepared for white-water motocross at the Seattle Motorcycle Club race today. But, as soon as somebody in the pits opened an umbrella, the rain stopped and racing started.

Joe Kephart came out on top of the 250cc A class, riding his shiny new Alki Maico/KTM Austrian mount. Although Tom Moriarity (Yam) pulled the holeshot in the first round, Kephart started with a close second. Kephart didn't take over the number-one spot though, until after he and third-place Rodney Jessen (Mai) had made a "European sandwich" out of fourth-place Charlie Marrs (Yam), who was closing in fast.

Marrs backed off from the scramble for the front three positions, until Jessen's tranny developed an affinity for third gear. Then Marrs was busy getting sideways and off the pegs over the double jumps, trying to pass Jessen. Kephart was occupied maintaining a slim lead over Moriarity. By lap four, Marrs was on Kephart's rear tire and the two leaders stayed that way until the checkers.

Moto two saw Moriarity up in front again, with Kephart charging close behind. They stayed that way until the final flag, with the overall spots going to Kephart, Moriarity, and Jerry Callaway (Yam).

Notorious for berzerk racing, the 250cc B class lived up to its reputation. A veritable potpourri of riding styles was exhibited in the scrambles to see who would take home one of the handsome SMC wall-plaque trophies.

While Vern Huber (Suz) was astounding everybody by campaigning his 175PE (lights included) to second overall, Ron Burkett (Hus) worked his way through the pack in both motos to take home first place.

Yet, the real stunt of the day was Greg Gregovich's eject-a-tank routine, which followed his demonstration in "how to ride your Maico like a unicycle." Amazingly enough, Gregovich came back to finish the second moto.

Results

PEE WEE A: 1. Louis Aron.
PEE WEE B: 1. Michael Brewer; 2. Aaron Lykken.
MINI A: 1. Larry Ward; 2. Tommy Judge.
MINI B: 1. Robert Gehrke; 2. Aaron Fitzpatrick.
100 B: 1. Ron Nuttall.
125 PRO: 1. Lance Richotte; 2. Stacy Thornton; 3. Bill Joyce.
125 A: 1. Jeff Chapman; 2. Jerry Abjornsen.
125 B: 1. Jeff Nelson; 2. Scott Gordon; 3. Darrell Mondry.
250 PRO: 1. Jon Jacobson; 2. David Froembling.
250 A: 1. Joe Kephart; 2. Tom Moriarity; 3. Jerry Callaway.
250 B: 1. Ron Burkett; 2. Vern Huber; 3. Ed Anderson.
OPEN A: 1. Pete Treadwell; 2. Mark Enudsen.
OPEN B: 1. Steve Manning; 2. Jon Thrush; 3. Dan Rager.
OTH: 1. Will Hanson; 2. Dan Rager.
OT: 1. Dan McCarthy; 2. Pete Conrad.

Dillion outgasses Dowers at High Desert 100

By Kathi Davis

BEND, OR, OCT. 24

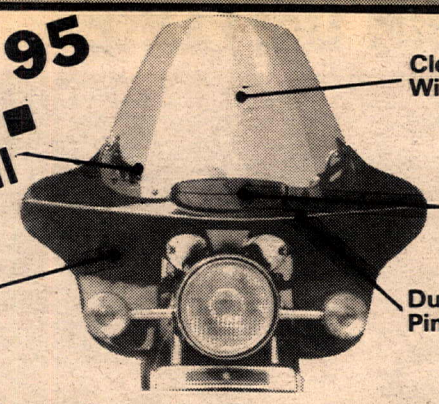
Idaho's Ron Dillion took the overall and Open Expert win at the 13th annual High Desert 100 in Bend, Oregon, with little trouble. Dillion got a good start with Husky rider Bill Dowers and Curt Harpham hot on his tail. However, as the course turned towards the Pine Forest, Dillion made no mistakes as the top 10 riders juggled positions in the tight trails, full of downed trees made slippery by recent rains. There were also numerous trees ranging from 18 to 25 inches apart, scattered all along the course — just to keep things interesting. As the riders finished, it looked as everyone of the 290-plus entries had crashed several times. Bent handlebars, broken levers and torn jerseys were the order of the day.

The course length was without a doubt a factor in how the riders finished. With two separate loops of 52 and 53 miles, riders were subject to the decision of getting gas at the 30-mile checkpoints and losing time, or chancing it. Quite of few made the wrong decision.

For Bill Dowers, that decision cost him a chance of winning as he and close friend Dillion came racing across the desert floor. With the pits in sight, Dowers came to a stop in a draw within one mile of the pits, out of gas. By the time his dad got gas to Dowers, Dillion was long gone.

Dillion was duely happy at the finish of Oregon's largest desert race. After last year's narrow loss to Brad Turnidge, winning it this year was probably his most satisfying win. His only remark was "The bike worked great, and I made no mistakes, except for a few small crashes."

TIME MACHINE



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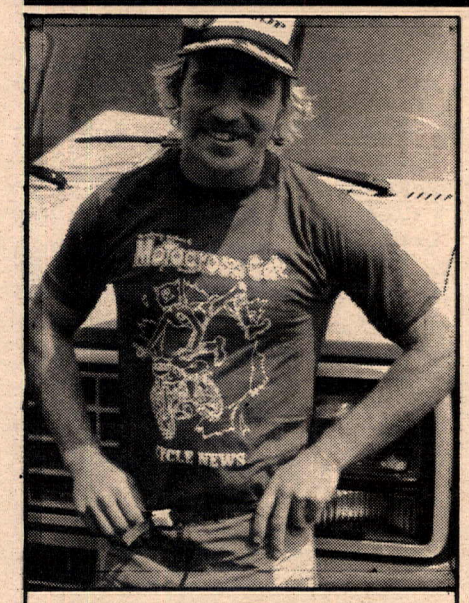

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NORTHERN DATELINE

Randy Pockrandt at Prairie City.

Mark Dowers had a brilliant ride to win the 250cc Expert class. Dowers got a midpack start and worked his way up to second overall. The most embarrassing part of it for the other 250 riders was the fact that he did it on a 1979 250OR Husky; the same one he has been riding for four years!

The 200cc Expert class had close racing all day, but at the end it was Barrett Brown who had a great ride, winning the class and fifth overall.

Next to Mark Dowers, the other hero of the day was Joe McCormick. He rode a worn out 1978 PE175 to an unbelievable eighth overall, second 200cc Expert. I believe he got the bike from the Salvation Army and the way it looked after the race, nobody would want it! Troy Delfs could not quite catch the radical McCormick, but finished a very respectable third 200cc Expert, 13th overall.

Willis Taylor rode smart all day to win the 125cc Expert class after early leader Edd Price dropped off the pace with clutch problems and a flat tire.

Jim Jones won the OTHG Expert class with the largest margin of all the Expert classes.

Gary Forster of G&G Cycle in Albany, OR, put a little icing on the cake for all the Amateur riders. He gave away $25 in cash to every first place Amateur rider. That might have been all Ron Lemon needed as he went out and not only won the 250cc Amateur class, but was first Amateur overall. Dan Harte collected some of the cash by winning the 125cc class for his first time.

The race was its usual success with everyone appearing to have a good time. The generosity of G&G Cycle definitely did not go unnoticed. In these hard times we need more people like the super owner of G&G Cycle. I'm also happy to report that Oregon's number one rider Brad Turnidge had successful knee surgery and should be riding by spring.

Unofficial Results

OVERALL: 1. Ron Dillion (Yam); 2. Mark Dowers (Hus); 3. Curt Harpham (Mai); 4. Dale Demaris (Hus); 5. Barrett Brown (Yam); 6. Ken Maahs (Hus); 7. Jim Jones (Hus); 8. Joe McCormick (Suz); 9. Ken Bailey (Hus); 10. Clifford Humbart (Yam).

125 EX: 1. Willis Taylor (Kaw); 2. Dave Raint (KTM); 3. Edd Price (Suz).

125 AM: 1. Dan Harte (Hus); 2. Troy Dempsey (Hus); 3. Scott Zettle (Yam).

200 EX: 1. Barrett Brown (Yam); 2. Joe McCormick (Suz); 3. Troy Delfs (Yam).

250 AM: 1. Ron Lemon (Yam); 2. Rodney Keller (KTM); 3. Dennis McCarthy (Hus).

250 EX: 1. Mark Dowers (Hus); 2. Dale Demaris (Hus); 3. Ken Maahs (Hus).

OPEN AM: 1. David Morton (Yam); 2. Jeff Bushey (Yam); 3. Boyd Paine (Hus).

OPEN EX: 1. Ron Dillion (Yam); 2. Curt Harpham (Mai); 3. Ken Bailey (Hus).

OTHG AM: 1. Richard Welch (Hus); 2. Joseph Barrell (Yam); 3. Norman Bergman (Yam).

OTHG EX: 1. Jim Jones (Hus); 2. Dan Miller (Mai); 3. Phillip Nordstrom (Hus).

OT AM: 1. Jerry Gullickson (Yam); 2. Jess Walker (Hus); 3. Ken Lee (Yam).

OT EX: 1. Gorden Graham (Yam); 2. Chuck Scheiber (Yam); 3. Brady Vance (Hon).

OVER 50: 1. Jack Carlson (Hus); 2. Billy Toman (Hus); 3. Tom Uding (Mai).

BEG: 1. Jeff Williams; 2. Doug Hitchcock; 3. David Gauette.

Berluti blasts round six of Nevada Championship MX

By Moto Depo

FERNLEY, NV, OCT. 24

Under rain threatening skies and a superbly prepared, dust free track, Alan Berluti White's Cycle Husqvarna provided most of the excitement and competition in the 250cc Pro class after a disappointing engine failure in the Open class.

A combined class of Open and 125cc Pros saw Shirt Jazz rider Jay Heying (Mai) take the holeshot and lead the Open Pros for the entire first moto. Don Franklin (Mai) and Al McElroy (Mai), riding for Dirt Jazz, tried but could not catch the elusive Heying.

The second moto looked to be a repeat of the first with Heying taking the holeshot, followed by Dan Dossey (Carson Yam), Franklin and Mc Elroy. Heying was playing his first moto disappearing act when suddenly he began slowing. Franklin started turning up the wick and passed Heying about halfway through the moto, Dossey was next, then McElroy. A disappointed Heying had lost third gear and dropped out of the race. Franklin went on to take the overall, with Dossey second and McElroy third.

In the 125cc Expert class Keith Fox (Yam) and Shanon Harjes (Yam) diced constantly through both motos with Fox in the first position both times.

The 250cc Pro class provided all the action one could hope for after Robbie Hadlock (Suz) grabbed the holeshot in the first moto. An amazing jockeying for positions was underway behind him with Alan Berluti in pursuit, J. McKinzie (Hon) third and Reno Kawasaki rider Jeff Cloutier in fourth. These four riders would let it all hang out, but only one would emerge the winner. Hadlock and Berluti were providing the action for the lead position with Berluti trying every way he could to get around, but Hadlock kept closing the door. Twenty minutes into the race, Berluti made a pass stick and it was Hadlock's turn to pressure, but time ran out. About 10 seconds back, McKenzie and Cloutier were providing the same show for third place with Cloutier making a daring last lap pass for that position.

Cloutier took the holeshot the second moto with Hadlock in tow. Berluti had a midpack start, then laid it down in a corner and came around last, but moving fast. Cloutier led the first few laps, then Hadlock made his move to the front and by then, Berluti took the lead from Cloutier, but Jeff was not going to give it up without a fight. This had both of them riding to the ragged edge, within inches of each other at the checkered flag, what a race! Berluti won.

Results

60 NOV: 1. Tony Marshall.

80 NOV: 1. Shawn Curtis; 2. Brian Elder.

80 NOV 13 & OVER: 1. Mark Lawson; 2. Peter Pecorilla.

80 JR: 1. Chad Kay.

80 EX: 1. Randy Kay.

125 NOV DIV 1: 1. Billy Wade; 2. Matt Hawk; 3. Mike Metcalf.

125 NOV DIV 2: 1. Joey Pecorilla; 2. Randy Maga; 3. David McCombs.

125 JR: 1. Barry Larson.

125 EX: 1. Keith Fox.

250 NOV: 1. Casey McCoy; 2. Terry Martin; 3. Donnie Bird.

250 JR: 1. Beau Hibdon; 2. Steve Cano.

250 EX: 1. Alan Berluti; 2. Jeff Cloutier; 3. Walter West.

OPEN NOV: 1. Mike Curtis; 2. John Malchaski; 3. Richard Short; 4. Glen Sciarani.

OPEN JR: 1. Stan Smith; 2. Steve Brown; 3. Dave White.

OPEN EX: 1. Don Franklin; 2. Dan Dossey; 3. Al McElroy.

VET NOV: 1. Jean Joly; 2. Ron Shakespeare.

VET JR: 1. Randy Chester; 2. Wylie Wilson.

VET EX: 1. Harold Myers; 2. Tim Greene; 3. Russ Wyant.

OT NOV: 1. Bob Hylton; 2. Jim Jones.

OT JR: Stan Miles; 2. Rich Bettencourt.

OT EX: 1. Ray Marshall.

Coupe, Rebuck, Pockrandt top Prairie City MX

By "Nuclear" Neukam

SACRAMENTO, CA, OCT. 24

Dave Coupe said he was glad it happened on the other side of the hill, where no one could see him. Randy Pockrandt shucked a pipe when he did it. Dave Wood was sure a little more preparation would have forsaken the inevitable. As usual Brian Jodry was more than happy just to flirt with it. Others did it right in front of me, showoffs I suspect. Well, I can't see falling in the mud as an act of exhibitionism, but who knows about some of these motomasochists of today?

Anyway, it was slicker than Castrol-R on a snail's behind and less than 150 riders spent the day at Prairie City OHV park wallowing in the mire of a De Mello Moto-X Promotion's race. Since it rained right up to Sunday morning there was no need for a water truck, but a bilge would have been nice. Coupe, Scott Rebuck and Pockrandt were the overall winners in the 500, 250 and 125cc classes, respectively.

Honda-mounted Will Akers took control of the first 500cc moto and stayed out front to the finish. Larry Dashell sloshed his Maico through the mud to finish second as Spoof Pena and Coupe waged a fierce battle for third. Steve Coffey stalked the two after Coupe passed him two thirds of the way through the moto. In the end, Akers won and Dashell was second. Pena kept his Husky in front of Coupe's Maico and Coffey finished fifth. Randy Pockrandt was sixth after a crash wasted the header pipe on his Maico.

Coupe and Pockrandt came out one-two in the second moto which gave Coupe the overall. Pockrandt was third overall and Akers wound up second overall after a second moto sixth place finish. Coffey combined two fifths for fourth overall.

Coupe rode a Suzuki in the 250cc class and went unchallenged in the first moto to win as Scott Rebuck, also on a Full Floater, took second place. Pat Wilson flew his Honda to third place in front of Tom Anderson. Jimmy Robertson was fifth and Brian Jodry was sixth.

Rebuck won the second moto and the overall. Dave Wood, a victim of the dreaded DNF in moto one, put his Yamaha into second ahead of Coupe. Coupe was second overall and Wilson third overall after a fifth in the second moto. Jodry was fourth for the same overall.

Steve Vlahos holeshot the opening 125cc moto as Pockrandt followed in second. Brad Bruns passed Pockrandt toward the end of the moto and moved in to challenge Vlahos. Vlahos and Bruns diced until Bruns bit out. Vlahos won and Pockrandt finished second. Bruns was third and Rich Morgan fourth. Mark Zeisler rounded out the top five.

Steve Arena put his Suzuki in front of two more Suzukis with Pockrandt and Vlahos mounted on one each. Pockrandt slid out in a left-hander and dropped to fifth as Vlahos inherited second and Zeisler moved up to third. Vlahos closed in on Arena and put some slick moves on him to pass and take over the lead. Vlahos bit out, dropping to fifth and Arena was back in the lead. Pockrandt, in the meantime, had charged his way through the pack and was now in second once again and working on Arena. At the checkered Pockrandt had the win and the overall. Arena was second for third overall as Vlahos worked his way back to third to earn second overall. Zeisler was fourth for fourth overall and Morgan fifth for fifth overall.

Vasco De Mello wants to assure everyone that his races run rain or shine, the way motocross is supposed to run, so don't let the rain keep you from having a great time.

Reichardt, Domokos, Ayers star at Caruthers Speedway

By John Simmons

CARUTHERS, CA, OCT. 22-23

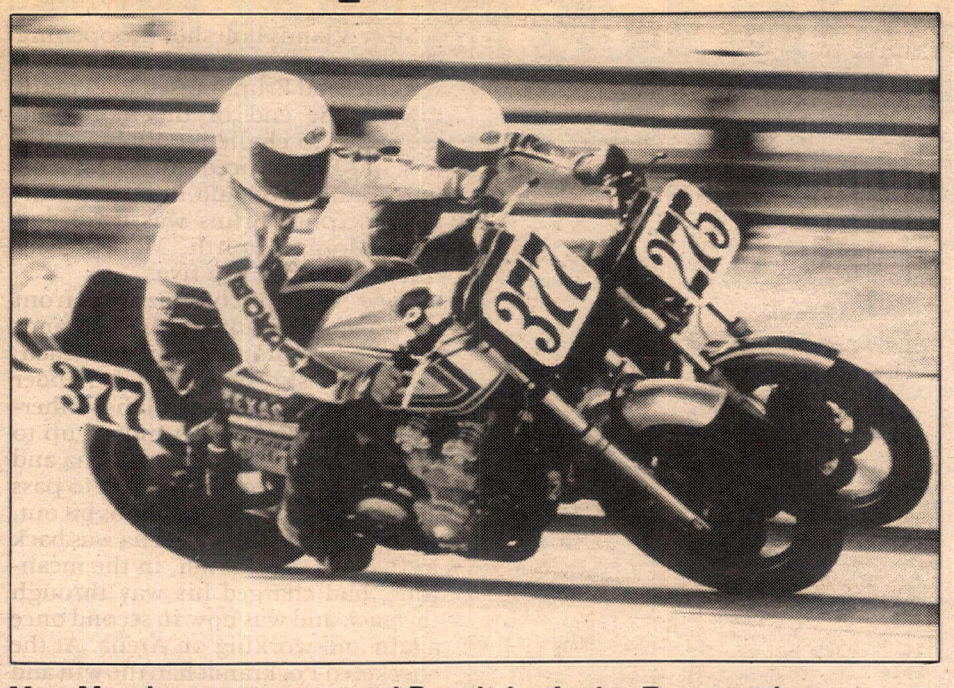
After a successful season of promoting speedway races in Visalia this year, the Central Valley Speedway Club had its annual last race of the year. This last race of the year is now the fourth annual Caruthers Fair Speedway Motorcycle Derby. To the people who come to this event every year, it's two nights of speedway and they love it. This year they really got their money's worth.

Chris Reichardt (Bast/J-B Jaw) won the Scratch main in fine style with Buddy Robinson (Bud/Bell/ND Jaw) taking second followed by Grant Salyers (Cycle Fair Jaw) and Bert Stephens (Caruthers Auto Parts Jaw). Robinson came back to win the Handicap main from the 50, this time ahead of Steve Crawford, Reichardt and Guy Ermolenko. Steve Hill (ND/Seer/KRW/Castrol Jaw) took top honors in the second Division main with a good ride from the 20.

After the heats were run the next evening, fans and racers both got to see a heck of a halftime show by Honda Wheelie King Doug Domokos. He not only put on a great demonstration on how to ride a motorcycle and an ATC on the back wheel(s), but stayed after the races to pass out pictures, sign autographs and talk to all the people. A great credit to the sport and to Honda.

Tonight the Scratch main was taken by Greg Ayers (Jaw) followed by Ermolenko (Jaw), Reichardt and Robinson. Ed Castro (Jaw) won the Handicap main with Robinson, Tom Morley and Ayers following. The second Division main was won tonight by Robert Fairchild. Fairchild rode a J.A.P., built and tuned by his grandfather Jerry.

Central Pipeline



Matt Maschmann goes around Ronnie Lusford at Texas road race.

North, Marek take two at Swan GNC Qualifier

By Gary Willer

TYLER, TX, OCT. 10

Novice ace Glenn North really showed his stuff today as the Grand National Championship Qualifier series continued at Swan MX Raceway. All North did was totally dominate the 125 and 250cc Novice classes. On the way, the Kawasaki pilot carved out four first place finishes enroute to a perfect afternoon.

Runner-up to North in the 125cc Novice class was Mark Miller with a steady 3-2 performance. Third went to Jeff Arnold 4-3.

Mike Griffith (2-4) took second best honors to North in the 250cc Novice battle. John Morell moved into third with a 3-6 finish.

Meanwhile, Mini rider Cody Marek took two classes and, like North, he too scored four first place positions. Marek triumphed in the Mini-Mini contest with Jason Schultz (2-3) second and Dwain Carter (3-4) third.

Marek made it even sweeter with his double victory in the Mini Junior competition. Second place was Dave A. Shade Jr. (2-2). James A. Prasifka pounded out third place at 3-3.

Also of particular interest today for his standout performance was Mini-mounted "Very Quick" Kit Vick. The young hotshoe blistered the track on his machine at just one second slower than the fastest lap times turned in today by the bigger bikes.

Results

TEENY MINI: 1. Ross Dhayer; 2. Todd Wallis; 3. Phil Smith.
MINI MINI: 1. Cody Marek; 2. Jason Schultz; 3. Dwain Carter.
MINI JR: 1. Cody Marek; 2. Dave A. Shade Jr.; 3. James A. Prasifka.
MINI STK: 1. Kit Vick; 2. Chris Wallis; 3. Tommy Collier.
MINI 105: 1. Billy Whitley; 2. Kit Vick; 3. Chris Wallis.
MINI SR: 1. Stacy Marek; 2. Kit Vick; 3. Billy Whitley.
100: 1. Monty Bland; 2. Robert E. Reed.
125 NOV: 1. Glenn North; 2. Mark Miller; 3. Jeff Arnold.
250 NOV: 1. Glenn North; 2. Mike Griffith; 3. John Morell.
OVER 30: 1. Jim O'Bannon; 2. Troy Rapp; 3. Randy Blackwell.
OVER 30 EX: 1. Jimmy Moore; 2. Tom Johnson.
BEG: 1. Scott Johnston; 2. David Baskin; 3. Randy Dove.
125 INT: 1. Ed Cook; 2. Paul York Jr.; 3. Monty Bland.
250 INT: 1. Richie Hull; 2. John Polland; 3. Stacy MacDonald.
OPEN INT: 1. Adam Cox; 2. Matt Bracken; 3. Brad Mills.
125 EX: 1. Steve Gauthier; 2. Bryan Taylor; 3. Alley Semar.
250 EX: 1. Ricky Glasier; 2. Ronnie Herrmann; 3. Brett Hermann.
OPEN EX: 1. Rick French; 2. Mitch Hulsey.

Maschmann, Lunsford duel at Texas Halloween RR

By Chris Thomas

AUSTIN, TX, OCT. 30-31

There was a lot of good racing and a little Halloween foolishness today and Saturday at the Texas World Speedway. The foolishness at College Station included business suits over full sets of leathers and one rider even wore a Spiderman outfit over his leathers. This was Halloween weekend and the racing was in the form of an eight-hour endurance race on Saturday, which was won overall by a Honda Supersport ridden by Neasham and McCutcheon.

At today's sprint races, Bobby Goodin won the Open Supebike class on a Suzuki GS and Doug Polen destroyed the Formula One class on his 750cc Honda with Goodin running second.

The most exciting race today was the side-by-side battle of Matt Maschmann and Ronnie Lunsford, both on Hondas in the 750cc Superbike race. These riders bumped bars and switched positions all during the race with Maschmann pulling ahead at the finish line. •

Results

8 HOUR ENDURANCE RACE: 1. Neasham/McCutcheon; 2. Duncan/Syfan; 3. Check/Rivier/Williams/Daugherty; 4. Farch/Campise/Robbins/Neighbors; 5. Horton/Frazier/Schwarcic; 6. Hartfield/Jennings; 7. Wenzel/Schindler/Thuma/Lundsford; 8. Doyle/Loaghrey/Smith; 9. Charles Cook; 10. Sparkman/Powell/Ditmore (Team Manix).
SPRINT RACES
250 PROD: 1. John Kocinski; 2. Mark Toth.
250 SUPERBIKE: 1. Chris Fox; 2. Mark Toth; 3. Amy Sterling.
450 SUPERBIKE: 1. David Roth; 2. Donald Chase; 3. Lynn Stackable.
600 PROD: 1. Charles Brothers; 2. David Roth; 3. Michael Jones.
600 SUPERBIKE: 1. Charles Brothers; 2. Bob Sellers; 3. Duncan Paul.
750 PROD: 1. Michael Jones; 2. Doug Phillips.
750 SUPERBIKE: 1. Matt Maschmann; 2. Ronnie Lunsford; 3. Bob Sellers.
OPEN PROD: 1. James Schindler; 2. Meril Moen; Pat McDaniel.
OPEN SUPERBIKE: 1. Bobby Goodin; 2. Matt Maschmann; 3. Glenn Heintschel.
FORMULA I: 1. Doug Polen; 2. Bobby Goodin; 3. Kevin Brunson.
FORMULA II: 1. Ronnie Lunsford; 2. David Greene; Matt Maschmann.
FORMULA III: 1. Kevin Brunson; 2. David Greene; 3. John Kocinski.
FORMULA IV: 1. John Kocinski.

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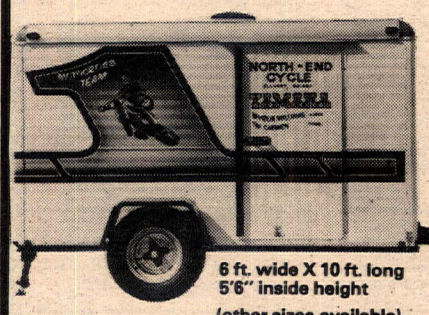

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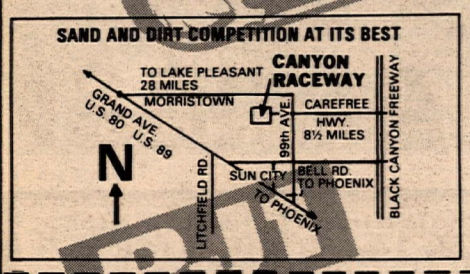

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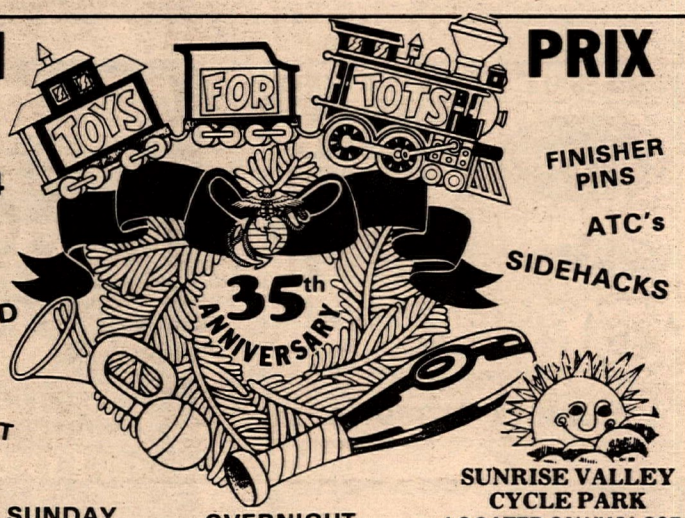

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NAME _____ AGE ____ M/F ____ RIDING # _____

TYPE BIKE _____ SIZE BIKE _____ PHONE # _____

ADDRESS _____ AMA # _____

CITY _____ STATE _____ ZIP _____

PLEASE LEAVE PLAY BIKES AT HOME — NON MEMBERS WELCOME

ADMISSION: $5.00 or ONE TOY (of equal value)
FURTHER INFO: (714) 244-6396 or (714) 243-3248

DESERT PTS ☐		MX PTS ☐	
BEGINNER		WOMAN	
NOVICE		SENIOR	
AMATEUR-INTERMEDIATE		VET	
EXPERT		ATC	

Checks Payable to: SUNRISE VALLEY C.P.

TOYS FOR TOTS MAIL TO: 15224 7th ST., Victorville, CA 92392

PARK GATES OPEN 7 a.m. FIRST RACE 9 a.m.

SRA Schedule

NOV. 28 — RIVERSIDE G.P.
(Double SRA Points)
BIKES — ATC — ODY
(714) 828-1358

AMERICAN MOTO-CROSS A.M.E. INC ENTERPRISES

Nov. 14-28 INDIAN DUNES
Nov. 21 SPROCKETS PARK
AME P.O. Box 1421, Reseda, CA 91335
(213) 881-5778

CALENDAR

CHAMPIONSHIP EVENTS

1983 AMA/Camel Pro Series

2/5-6	ST & TT/Houston, TX
3/6-13	RR/Daytona Beach, FL
4/9	TT/Gardena, CA
4/16	M/Sacramento, CA
5/1	M/San Jose, CA
5/7	H-M/Gardena, CA
5/15	M/Springfield, IL
5/22	RR/Lexington, OH
6/3-5	RR/Elkhart Lake, WI
6/4	H-M/Louisville, KY
6/11	H-M/Harrington, DE
6/17-19	RR/Loudon, NH
6/24	TT/Hinsdale, IL
6/25	H-M/Knoxville, TX
6/26	RR/Mt. Pocono, PA
7/2	M/Indianapolis, IN
7/10	M/Syracuse, NY
7/16	H-M/Hagerstown, MD
7/22-24	RR/Monterey, CA
7/30	M/DuQuoin, IL
8/7	M/Cicero, IL
8/21	TT/Peoria, IL
8/21	RR/Sonoma, CA
8/27	M/Indianapolis
9/3	H-M/Hamburg, NY
9/3-4	RR/Brainerd, MN
9/11	M/Syracuse, NY
9/18	M/San Jose, CA
9/24	H-M/Gardena, CA
10/2	M/Springfield, IL
10/8	TT/Pontiac, MI

National Drag Race Schedules

AMA/Dragbike!

11/20-21	Gainesville, FL

World Speedway Championships

12/11	Pairs Liverpool, Australia

National Road Runs

TBA	Western Championship Timed Road Run Open
11/27	Cycle News Barstow to Vegas Poker Run Barstow, CA — Las Vegas, NV

EVERY WEEK

Thursday

CALIFORNIA

SONOMA OUTLAW STREET DRAGS
Sears Point International Raceway, Hwys 37 & 121, Sonoma, CA. Bikes is one of classes, Bike winner will run against other class winners for King-of-the-Outlaws. Gate 5:30 p.m., race 7:30-10. Race or watch $5. Parking, pit access and children 12-&-under free. Info 707/938-8448.

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd, 1¼ mi. north on right. 50 -Open separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huetter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy 91 east to Buchanan exit. Mini-Open, 100% Ex p.b. Info 714/689-1913, 735-1705.

CMC BAYLANDS NIGHT MX
Baylands Raceway Park, 44333 Christy St., Freemont, CA. Take Durham Rd exit off Hwy 17 or 680. All classes. 30% troph. CMC memb. req'd; avail. at track. Gate 4:30 p.m., prac. 6-6:45, sign up closes 6:45, race 7. Entry $12 Sptsmn, $15 Pro. Watch $5 adult, $2 7-12. Info 415/651-2545.

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes incl. over/under bridge. Trophies thru 5th, Ex purse $300 or 300% p.b. All classes, Ex ride 3 motos. Gate 5:30 p.m., prac. 7. Entry $8, Ex $10, gate $4. Info 214/245-4693.

CAPITAL CITY NIGHT MOTOCROSS
Austin Night Motocross Park, Austin, TX. Hwy 183 north, north of 7th St. Gates open 6 p.m., prac. 7, race 8:15. Entry $10, Ex $15, $5 gate/watch.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd, off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727—1171.

SADDLBACK SATURDAY MX
Saddleback Park, Orange, CA. Gate 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12, Pros $17. No memb. or mail entry req'd. 33.33% troph. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn I-40 & I-240 on S. Douglas off S. 59th All classes, 10 troph./class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

TEXAS MIKE KIDD ST/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy 199 N to FM 730 N, then to FM 2048 W & follow signs. All classes. Astrodome replica track. Gate 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike).

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd, 1¼ mi. north on right. Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy 52 S of OKC to Blanchard, Hwy 76 S to 4-way stop, 3½ mi. south of Hwy 39 on 76, west 1 mi., south 1 mi., west 100 yds. Pee Wee-Over 30, troph., 100% Ex p.b. Gate 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

November 13

YAMAHA FAMILY AFFAIR DAY AT KNOTT'S BERRY FARM
Buena Park, CA. Yamaha motorcycle dealers invite you, your family and friends to attend the 2nd annual Yamaha family affair at Knot's Berry Farm. Unlimited use of rides, shows & attractions. Mike Bell will be signing autographs. First chance to view 1983 models! $18 entry includes: BBQ dinner, Knott's entry, commemoritive T-shirt, reserved motorcycle parking and a chance to win one four motorcycles and many accessories. Mail entry fee with SASE & daytime phone no. to: Knott's Berry Farm, Attn. Yamaha Family Affair, P.O. Box 5002, Buena Park, CA, 90620-9985 (deadline Nov. 5). Info 714/827-1776.

CALIFORNIA SADDLEBACK MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, 7 mi. east to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Special Sat. event. All classes. $1,500 Pro purse. Sponsored by Standard Crankshaft Co. & Wheelsmith Motorcycles. Gate 7:30 a.m., race 9. Entry $12 Sptsmn, $25 Pro. Info 714/495-4771, 639-5832.

November 14

NEBRASKA SHORT TRACK
Fort Calhoun, NE. Off I-680 between I-80 and I-29, east of the Missouri river; take 48th St. exit and go 7 miles on Hwy 73 to Fort Calhoun. Banked 1/8 mile track. Race 1 p.m. Moto Sports Park. Info 402/556-1306, 391-0149 (race days).

CRC CALIFORNIA ENDURO
Iron Horse Family Enduro. Red Mountain, CA. All classes. 20% troph., super finisher pins. 3 loops, approx. 35 mi. C-16 yrs, Minis & Women B go 1 loop; Women A & C go 2; all others go 3. 8 a.m. start. Mail entry $18, post $21, non-memb. add $4. California Racing Club. Info 714/689-6114.

CRC CALIFORNIA GP
Cancelled. Gold[illegible] GP. Arroyo, CA. Californi[illegible] Club. Info 714/689-6114. Cancelled.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to fifth, $1005 Ex. purse (15 rider min./class), 100% p.b. if less than 15. Camping ($2), concessions. Gate 5 a.m. Split program: Nov prac. 8:30, race 10; Int & Ex prac. approx. 1 p.m., race 1:30. Entry $5 gate, $8 Sptsmn, $20 Ex. Info 214/882-4215 (Bill Law).

AMA WASHINGTON S.I.R. MX
Seattle International Raceway, Kent, WA. All classes. Part of Northwest Challenge Series, $15,000 in cash & prizes, incl. some for Sptsmn! $3,000 Pro purse on Nov. 21 series finale. Sponsored by Wrangler, Pepsi, Scott, J B Racing, Rainer and Jim Pomeroy. Gate 7:30 a.m., prac. 9, race 10. Entry $9 Am., $14 Pro, gate fee Nov. 21 only. Info 206/631-1550 (Lynn).

AMA D-36 MARYSVILLE MX
"E" St. Bridge Track, Marysville, CA. Hwy 70 to N. Beale Rd (at south city limit), then go over levee on Shad Rd. All classes. Run rain or shine, pits sheltered by bridge. No riding the day before race. Parts in the Pits. Free camping. Gate 6:30 a.m., sign up 7, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 child, under-6 free. Info 916/695-2727 (promoter), 695-2088 (D-36 Official).

NMA CALIFORNIA MX
NMA Fall National #3. Blythe Raceway, Blythe, CA. 50-250cc classes. 30% troph., Pro p.b. Gate 6:30 a.m., prac. 8, race 9:30. National Motosport Association, P.O. Box 46, Norwalk, CA, 90650. Call for entry forms/info 213/868-8112.

AME CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126, park is on left. All classes. 3-ft 1st place troph., 30% troph., $3,000 Pro purse, prizes, awards & drawings. New Stadium MX track! 1983 memb. avail. Gate 7 a.m., prac. 8, race 9. Entry: Sptsmn $15 mail, $20 post, $40 special for 10/24, 11/7 & 11/14; Pro $25 mail, $35 post; AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

AFM ROAD RACE
Willow Springs Raceway, Rosamond, CA. Hwy 5 N to Hwy 14 N to Rosamond Edwards Air Force Base exit, left 5 mi. to track. Stk Prod., Mod. Prod., Superst., & GP. Troph. to all classes. Free program, pit pass & parking. Gate 7 a.m., prac. 9, race 12:30. First entry $30, $15 ea. extra. Watch $5, under-12 free. Info 213/ 926-2583.

CALIFORNIA SWAP MEET & BIKE SHOW
Ventura Fairgrounds, Ventura, CA. Live band. Food & drinks. No guns or pets allowed. Booth sales close 10 days before event. Gate 8 a.m. sellers, 11 a.m. public. Close 4:30 p.m. General admission $3.50. 10 x 10 booth space $20, double $35. Modified Motorcycle

Association, Special Events Division, P.O. Box 1576, Pacifica, CA, 94044. Info 408/728-1847, 724-6298.

CMC CALIFORNIA SHR MX
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes. 2 water trucks. Gate 6 a.m., prac. 8:15, race 9. Entry $15, watch $5. Info 415/634-3328, 798-5695 (Tom).

AMA OREGON GP
Last race of A & W VanPort GP Moto-fun Series. Delta Park, Portland International Raceway, Portland, OR. Near I-5. Special mirror plaques for 100, 125, 250, Open & 30+ classes to 33% or 8 places max. 1½ hrs of track & trail for ea. class. No prac. Gate 8 a.m., race: 125 Am-Ex 9:30; 250 Am-Ex 11:30; Open Am-Ex & 30+ 1:30 p.m. Entry $10 + gate. Action Oz. Info 503/620-5301, 472-2475.

WASHINGTON YAKIMA MX
Cancelled. Yakima, WA. 18 mi. west of Yakima on Lower Ahtanum Rd. All classes. 33% 1st class troph., 100% Pro p.b., $500 in contingencies, door prizes for all. European-style course with in-ground sprinkler system & 25 individual starting gates. Gate 7 a.m., prac. 8, race 10. Entry $12 Sptsmn, $20 Pro. Watch $4 adult, $3 10-17, under-10 free. Trailhead Promotions. Info 509/ 248-9113.

ERA OREGON MX
Franklin, OR. Hwy 36 or Florence cuttoff through Cheshire to Territorial Rd, turn left, track next to grade school. All classes, 5 rider min./class. 33.33% Sptsmn troph., 100% Pro p.b. Protective clothing, 3 no. plates, helmet no. & muffler req'd. Sign in 9 a.m., prac. 10, race 11. Pro-Am memb. $10. Entry $6 Sptsmn, $10 Pro, add $1 if you forget Pro-Am card, add $2 for non-memb. Watch $3 adult, $2 6-17 (with student body card), under-6 free. Emerald Racing Association. Info 503/688-1274.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/ 830-7519.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/ 681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

AMA D-37 SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

AMA D-36 LODI MARATHON
Lodi Cycle Bowl, 5801 Morse Rd, Lodi, CA. Hwy 99 to 8 Mile Rd exit, north on east frontage rd to Morse Rd. Mini, Sptsmn 0-125cc, 125-250cc & 251-Open. 1 or 2 riders/bike. Minis ride 1 hour, Sptsmn ride 1½ hours. Gate 8 a.m., race: Minis 9; 125s 10:15; 250s noon; & Open 1:45. Entry $10/bike. Info 209/368-7182, 931-3722.

CRC CALIFORNIA GP
CRC Bandido GP. Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 20% troph., finisher pins and MX points. All classes race 45 min. Mail entry $16, post $20; CRC memb. req'd. Info 714/ 689-6114 (days).

SRAC COLORADO X-COUNTRY
Berthoud Track, Berthoud, CO. Valley Dirt Riders. Info 303/433-0508, (SRAC hotline), 532-2558 (Felix).

NEVADA LEMON VALLEY MX
Stead, NV. Hwy 395 to Lemon Valley exit, follow signs. All classes. 100% Pro p.b. Race rain, snow or shine. Super groomed track with new terrain added. Gate 6 a.m., sign up 6:30, prac. 7, race 8:30. Entry $15 Sptsmn, $15 + $3 Ex. Team Tux Racing Association. Info 702/786-1654.

ARIZONA CANYON MX
GNC Qualifier! Phoenix, AZ. 1½ mi. west of 99th Ave & Carefree Hwy. All classes. 33% Sptsmn troph. through 5th, 100% Ex. p.b. paid to 33% of class through 5th. Gate 7 a.m. Split schedule: Sptsmn prac. 8, except for Am, Ex & 4 stroke; Am, Ex & 4-stroke prac. 11. Entry $5 gate/bike (deducted at sign up) + $10 Sptsmn, $14 Ex. Watch $4 adult, $2 child-under-12. Info 602/583-0575 (Tom), 934-5027 (Bob).

CANCELLED

November 19

CALIFORNIA SWAP MEET National Orange County Fairgrounds, south end of Newport 55 Frwy, Costa Mesa, CA. Open 6-10 p.m. Free parking. 1000s of parts, access. & bikes. Sellers move in 1-4 p.m. 10x10 space $15, 10x15 & prime space $25, motorcycles for sale $10 ea. Intershows, P.O. Box 2910, Mission Viejo, CA, 92690. Info 714/498-6861, 498-2034 (24 hr).

Nov. 19-21

CALIFORNIA CYCLE SHOW
R.G. Canning's Custom Car, Cycle & Hot Rod Show. Long Beach Arena Complex, Long Beach, CA. Info 213/ 588-1934, 587-5100 (x30).

November 20

OREGON INDOOR NIGHT ST
Benton County Fairgrounds, 110 SW 53rd, Corvallis, OR. Sptsmn classes Mini-500, Pro 250 & 500. Class C tires (except mini), muffled & "non-smoker" bikes only. Sign up 6 p.m., prac. 7, race 8. Entry $6 Sptsmn, $12 Pro. Watch $3 adult, $2 6-18, under-6 free (with adult). Willamette Valley Cycle Club/Trak-Tak Racing Specialties. Info 503/ 928-7205, 753-0566.

AMA D-36 BENEFIT MX
Argyll Park, on Hwy 113, 12 mi. south of Dixon, CA. All classes. Bonus troph., 100% Semi Pro p.b. All proceeds go to D-36 Vet rider Mike "Boop Boop" Smith to help him fight his battle with Leukemia. Parts in the pits and food concessions. No pit riding, bicycles or dogs. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Semi Pro. Info 916/678-3592, 209/529-0923.

FREE CALIFORNIA TRIALS SCHOOL
Lucerne, CA. Hwy 15 N to Bear Valley Cutoff Rd, exit east to Hwy 18, follow Hwy 18 past Lucerne to turnoff marked on Hwy 18. School for Beg & Nov by Plonkers. Any bike OK. Free camping, everyone welcome. ATA points trial on Sun. School starts 1 p.m. Info 213/943-4415 (Art).

AMA D-37 PERRIS ST
Perris Raceway, Perris, CA. Frwy 15 S to Hwy 74 E, 12 mi. to Ellis, left to Burton Rd, right to track. All classes, 4 riders min./class. No pit pass fee. Silencer & class C trac. req'd. Entry: $10 1st class, $9 ea. extra; $15 250cc & Open Money; $5 riders with unlimited bikes. Watch $5 adult, $3 6-12, under-6 free. Lightweights M.C. Info 714/771-3809 (Jerry).

ARIZONA PHOENIX NIGHT MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 4:30 p.m., prac. 6, race 7. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc./Roger Jones & John Ohanesian. Info 602/867-4769 (John).

Nov. 20-21

GWV CALIFORNIA MX
On Hwy 8 at Live Oak Springs Rd exit, 35 min. east of El Cajon, CA. All classes except Minis. 50% Pro p.b., 2 troph./Sptsmn class. Riding all day Sat., free O/N camping. 1 mi. course. Pros 15 laps, Sptsmn 10. Sat: gate & tech. starts 8 a.m., prac. 9-6 p.m. Sun: prac. & qualifying 9-11 a.m., elim. noon to 6 p.m. Entry free to Sptsmn, $100 Pros. GWV Enterprises. Info 714/692-0552 (8-5), 275-5187 (recording).

AMA WASHINGTON S.I.R. MX
Seattle International Raceway, Kent, WA. All classes. Part of Northwest Challenge Series, $15,000 in cash & prizes, incl. some for Sptsmn! $3,000 Pro purse on Nov. 21 series finale. Sponsored by Wrangler, Pepsi, Scott, J B Racing, Rainer and Jim Pomeroy. Gate 7:30 a.m., prac. 9, race 10. Entry $9 Am., $14 Pro, gate fee Nov. 21 only. Info 206/631-1550 (Lynn).

November 21

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy), 443-1610 (Bo).

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. 2 long motos and cash for Pros; 2 motos and brass for Sptsmn. Entry $12 Sptsmn, $15 Pros; CRC memb. req'd. Gate 7 a.m., prac. 8, race 9:30. California Racing Club. Info 213/830-7519.

AMA KANSAS MX
Coffeyville, KS. 2 miles east of Hwy 166/169 junct. All classes. 30 % p.b. on troph., 150% Ex p.b. 17-and-under need notarized permission from parent. 3 number plates, silencer and proper riding gear req'd. Prac. 9:30 a.m., race 12. Entry $8 Sptsmn, $15 Ex. Watch $3, kids 6-and-under free. Cherokee MX, Rt. 2, Box 235, Coffeyville, KS, 67337. Info 316/251-1116.

CMC CALIFORNIA MX
Final race of Ghost Rider Series. Sunrise Valley Cycle Park, Adelanto, CA. All classes. Troph. to Sptsmn, $120 min. Pro purse/moto (+ $1,000 overall, total 3 races), special prize Yamaha Vision. Riders get Vision drawing ticket with entry, spectators can buy drawing tickets. CMC double pts. Gate 7 a.m., race 8:30. Mail entry (incl. gate fee) $15 Sptsmn, $25 Pro; deadline Oct. 25. Post entry: gate fee + $15 Sptsmn, $32 Pro. Info 714/ 245-7339, 246-6109.

AMA D-36 DEMELLO MX
Prairie City ORV Park, Sacramento, CA. Hwy 50 east from Sacramento, south on Prairie City Rd, right on White Rock Rd, 1 mi. to track entrance on left. All classes. 100% Pro p.b., extra big troph., free T-shirts to winners. D-36 rules. AMA & D-36 memb. req'd (avail at track). Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pros. Watch $5, under-12 $1. DeMello MX. Info 916/988-2208 (Vasco DeMello).

NMA CALIFORNIA MX
NMA Fall National #4. Saddleback Park, Orange, CA. Frwy 55 to Chapman Ave exit, east 7 mi. to Santiago Canyon Rd, right to County fire station, left on road past fire station. 50-250cc classes. 30% troph., Pro p.b. Gate 6:30 a.m., prac. 8, race 9:30. National Motosport Association, P.O. Box 46, Norwalk, CA, 90650. Call for entry forms/info 213/868-8112.

SCTK TEXAS MX
Denison, TX. Hwys 75 & 691, atop Breezy Hill, between Sherman & Denison. Classes: Open, Enduro/Playbike, 250cc, 125cc, Over 30, Beg. Mini, Mini Jr. and Mini Sr. Troph. to fifth. Must have helmet, 3 no. plates and protective footwear. Gate 7 a.m., sign up 7:30, prac. 8, riders meeting 9:30, race 10. Gate fee $3, entry $6. Sandy Creek Texoma Kawasaki. Info 214/892-3118 (days), 463-6049 (after 6 p.m.).

AME CALIFORNIA MX
Sprockets Park, Bakersfield, CA. All classes. Pro p.b., 30% Sptsmn troph. Free O/N camping. Gate 7 a.m., prac. 8, race 9. Entry $10 Sptsmn, $17 Pro; ($15 to Pro p.b.); AME memb. ($20) req'd. American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

AMA D-38 TURKEY CHASE GP
Final race in Marty Tripes Series. Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 20% troph., 40% p.b. to Jr Pro/Ex & Am, 70% Pro p.b. No memb. req'd. Gate 7 a.m. Prac: Nov 8; Jr Pro/Ex & Am 8:30; Pro 12:30. Race: Nov 9; Jr Pro/Ex & Am 10:45; Pro 1 p.m. Mail entry $15 Nov, $25 Jr Pro/Ex & Am, $50 Pro; deadline Nov. 15. Post entry $20 Nov, $30 Jr Pro/Ex & Am, $60 Pro. Professional Racing Orginization, Inc., 15635 Brookhurst Suite 10, Westminster, CA, 92683. Info 714/531-7158.

OKLAHOMA MOORELAND MX
On Hwy 50, 7.3 mi. north of Mooreland, OK. All classes. 150% Ex p.b., nice troph. 1 mi. track over natural terrain. Birth cert. req'd for all Mini riders. Gate 8 a.m., prac. 9:30, race 11. Entry $6 Sptsmn, $20 Ex, $4 watch. Country Moto Cross, Inc. Info 405/994-2533, 944-9345 (trackside).

CALIFORNIA SWAP MEET & BIKE SHOW
Stockton Fairgrounds, Stockton, CA. Live band. Food & drinks. No guns or pets allowed. Booth sales close 10 days before event. Gate 8 a.m. sellers, 11 a.m. public. Close 4:30 p.m. General admission $3.50. 10 x 10 booth space $20, double $35. Modified Motorcycle Association, Special Events Division, P.O. Box 1576, Pacifica, CA, 94044. Info 408/728-1847, 724-6298.

AMERICAN MOTO-CROSS A.M.E. 881-5778 (213) ENTERPRISES

SHOEI Presents

To Be Filmed For TV Nov. 7 & 14
Watch CYCLE NEWS For Air Date

CHAMPIONSHIP MOTOCROSS
$3000 PURSE
$1000 Each to 125, 250 & Open Pro Class
HI-POINT ★ RACING ★
November 14, 1982
SCOTT USA
Coca-Cola
Kal-gard
Van Nuys Cycle
Early Bird Racing U.S.A.
answer products
The Most Awesome Track Ever Seen!
FIVE MOTORCYCLES TO BE GIVEN AWAY NOV. 14 BY VAN NUYS CYCLE!
Every paid admission through the gate is eligible. Prizes and contingencies also awarded.

Gates Open	7:00 a.m.
Sign-Up	7:00 a.m.
Practice	8:00 a.m.
Race	9:00 a.m.

3 FT. 1st Place Trophies

A.M.E
P.O. Box 1421
Reseda, CA 91335
(213) 881-5778

INDIAN DUNES

CALIFORNIA RACING CLUB PRESENTS
NOV. 14 SADDLEBACK
CRC BANDIDO GRAN PRIX '82
Anaheim Stadium Qualifier
EACH CLASS RACE 45 MINUTES
20% TROPHIES • SUPERB FINISHER PINS
CASH TO PROS AND EXPERTS
CRC GRAN PRIX, MX & ATV POINTS
Entries OPEN NOW! In large classes the start position will be determined by postmark.
No post entry penalty for 2nd class entered
CRC MX Saddleback Same Day

8:00 Minis
9:00 Vets
10:00 ATV
11:00 Pros
12:00 500
1:00 250
2:00 125

MAIL ENTRY $16 • POST ENTRY $20
1983 CRC Membership Available NOW
For info call (213) 830-7519
Use any standard entry form
Mail 2 Self Addressed Stamped Envelopes to:
CRC, 24518 Island Ave., Carson, CA 90745

SADDLEBACK SAT. MX

SATURDAY AT SADDLEBACK

SATURDAY
NOVEMBER 13th

$1500 PRO PURSE

Sponsored By
STANDARD CRANKSHAFT CO.
942 SO. TOWNE AVE.
LOS ANGELES, CALIF

Gate Opens 7:30
First Race 9:00
Sportsmen $12.00
Pros $25.00

WHEELSMITH MOTORCYCLES
18020 Euclid, Fountain Valley, Ca. 92708
(714)495-4771
(714)639-5832

YSS
YOUNG SPORTS SYSTEMS INCORPORATED
233 WEDDELL DR. SUITE N
SUNNYVALE, CA 94086
(408)734-2266

CRC RACE SCHEDULE

Nov. 14 — BANDITO GP
Saddleback — ATV, MX & GP Points
Anaheim Qualifier

Nov. 14 — MOTOCROSS
Saddleback — *Anaheim Qualifier*

Nov. 21 — MOTOCROSS
Indian Dunes — *Anaheim Qualifier*

1983 CRC Membership Available
(213) 830-7519

RACE Schedule

Fri.	Nov. 12	Motocross	Corona
Sat.	Nov. 13	Ody/3 Whlrs	Corona
Fri.	Nov. 9	Motocross	Corona
Sat.	Nov. 20	FT, ½ MI, TT	Corona

Arroyo CYCLE PARK OPEN 7 DAYS A WEEK
San Bernardino
Phone: (714) 689-6114

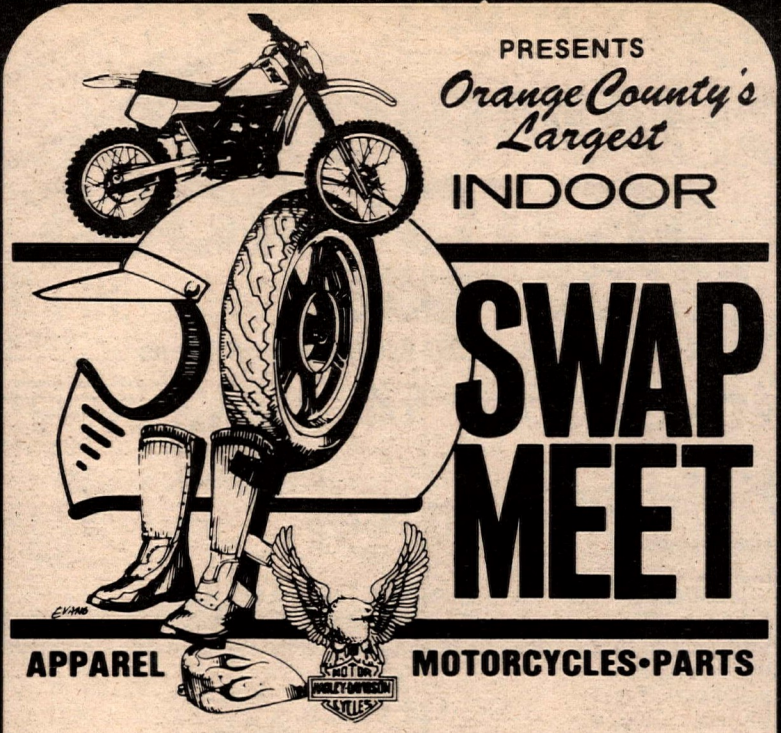
Open 7 Days 714-558-1584
CMC—MX — 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

INTER-SHOWS

PRESENTS

Orange County's Largest

INDOOR



SWAP MEET

APPAREL MOTORCYCLES•PARTS

6:00 PM - 10:00 PM

24 Hour Information Call
(714) 498-9226

FRIDAY NIGHT NOV. 19

ORANGE COUNTY FAIRGROUNDS
COSTA MESA

RENNSPORT HAS MOVED

●If you've ever seen one of our Parking Lot Sales before, you sure won't want to miss this one.

DOOR PRIZES!!

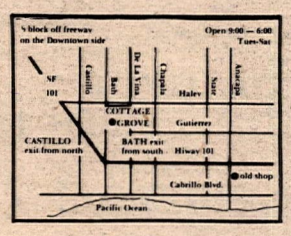
RENNSPORT CYCLE WORKS is having our first

MOVING GRAND OPENING
3rd ANNIVERSARY PARKING LOT

SALE NOV. 13 & 14 SAT & SUN

California's Largest Independent BMW MOTO GUZZI Dealer

DOOR PRIZES!!



227 COTTAGE GROVE AVE., SANTA BARBARA, CA 93101 NEW PHONE # 805-962-5543

Need CASH? CYCLE NEWS want ads will work for you.

LONG BEACH HONDA

Simpson Helmet Sale

Model #	Reg.	SALE
61	$149.95	$119.95
30	199.95	129.95
62	165.95	134.95
32	214.95	179.95

Limited to Stock on Hand
Come in & save with this ad●21 years same location
Open 7 days
5115 Atlantic
Long Beach, CA 90805
(213) 423-1433

MOTO-X FOX 82
FREE! 64-PAGE COLOR CATALOG
Just enclose $1.00 to cover postage and handling for latest street and dirt bike accessory catalog and mail to: MOTO-X FOX, DEPT. C, 520 McGLINCY LANE, CAMPBELL, CA 95008 U.S.A.

MUSHROOM Grips
Do The Grippin' While You Do The Rippin'
O.D.I.
3300 Kashiwa St.
Torrance, CA 90505

Sierra MOTORCYCLE PRODUCTS PIRELLI
11363 Sunrise Gold Circle
Rancho Cordova, CA 95670 (916) 635-9580
Dealers ONLY Send for new catalog
Toll free outside CA (800) 824-7996

AMA D-37 DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore offramp. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. D-37 riders scored seperately from reg. DeAnza MX under D-37 rules; no memb. req'd. Free O/N camping. Gate 6 a.m., prac. 8:30, race 9:30. $6 gate fee + $9 Sptsmn, $13 Pros, non-DeAnza memb. add $2. Info 714/653-8068, 5840, 7979.

AMA D-37 HARE & HOUND
Freemont Valley, CA. Limed from Hwy 14 & Garlock Rd. & also Hwy 395 & Randsburg Rd. All classes. Finisher pins, 10% troph. 75 miles of fun! Pie-plates welcome. Beg & Nov Women go first loop only. 9 a.m. start. Entry $17. Info 805/269-1082.

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up 8, prac. 8, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

AMA D-36 BEARFOOT ENDURO
Fouts Springs, CA. I-5 to Maxwell, go 40 mi. west to Stonyford, limed from Stonyford. All classes. Finisher pins, bonus troph. for C riders & first overall troph. New trails, approx. 90 mi., easily ridden by C riders. Route sheets & mileage markers. Green Sticker/License, muffler & spark arrester req'd. Riding no. drawing Nov. 12, mail entries close Nov. 15. Entry $15 mail, $17 post, add $6 for 3-man team, add $2 for name change. Mail SASE for entry form to : Richmond Ramblers M.C., P.O. Box 5374, Richmond, CA, 94805. Info 415/799-5909, 235-6505.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $705 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $8 Sptsmn, $10 Ex. Gate $4. Info 214/245-4693.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

TEXAS ARROYO MX
Arroyo MX Park, Harlingen, TX. All classes + Enduro. Troph. to 3rd, 200% Ex p.b. Gate 8:30 a.m., prac. 10:30, race 11:30. Entry $8 Sptsmn, $12 Ex. Harlingen MX Association. Info 512/428-3895.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

ATA CALIFORNIA TRIAL
ATA Plonkers Turkey Shoot Trial. Lucerne, CA. Hwy 15 N to Bear Valley Cuttoff Rd, east to Hwy 18, Hwy 18 S past Lucerne to turnoff marked. All classes. 20% troph. New Big Bear area. Big Huge slabs of rock. Good prac. area, free camping & free school on Sat. (1 p.m.). Sign up 8:30 a.m., rider's meeting 9:45, start 10. Entry $10 memb., $12 non-memb. Info 213/943-4415 (Art).

AMA D-36 NEVADA MX
Lions Club MX Track, Fernley, NV. On Hwy 80, 30 mi. east of Reno. All classes. 30% Sptsmn troph., 200% Pro p.b. Free camping. Early Sat. sign up, 3 p.m. 'til? Sign up Sun. 6 a.m., prac. 7, race 8. Entry $3 gate + $12 Sptsmn, $15 Pro. Shirt Jazz & friends. Info 702/329-1323 (day), 575-2898 (eve.).

TEXAS MX/SCRAMBLES
Stormy Acres, Jacksonville, TX. All classes. Troph. 1-8 each class plus 1-8 after series; this is final race of 3-race series. Expert purse $200/event plus $300 to overall series winner. Lots of series awards & contingencies for all riders. Prizes for spectators too! 8-10 mi. course. Free O/N camping. Minis, Women & Beginners race 9-10, Sptsmn race 10:30-12:30, Ex race 1-3 p.m. Gate $5. Mail entry $15, $18 post; pre-ride Sat. $3. Mail entries to Billy Click-Race Director, 202 Sawdust Road, Suite 110, The Woodlands, TX, 77380; entries must be received before Nov. 18. Info 214/882-4215.

SIDRA IDAHO DESERT RACE
Marsing, ID. Go 16 mi. south of Marsing on Hwy 78 to Wilson Creek Rd, go west 2.5 mi. All classes. Troph. 50% Ex, 30% Am. Finisher pins. Custom silver belt buckle to 1st OA. 33 mile course, 3 loops; seperate course for Minis. Sign up 9 a.m., rider's meeting 10:30, race 11. Entry $12 Mini, $20 all others. Desert Raiders M.C. Info 208/337-3789.

AMA D-36 MOTO ONE MX
Redding, CA. Hwy 44 E to Airport Rd, south to Rancho Rd, turn left & follow signs. All classes. Troph. & 100% Pro p.b. O/N parking. Good breakfast & lunch avail. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 child. Info 916/223-5600, 221-3118.

November 26

COLORADO SPEEDWAY
National Western Arena, Denver, CO. I-70 & Humbolt. Races begin at 8 p.m. Tickets avail. at Select-A-Seat. Glenn Plues M.C. Tickets 303/935-3559. Info 477-5457, 935-3559, 477-9322.

Nov. 26-27

OMC IDAHO INDOOR FLAT TRACK
Caldwell,ID. Behind the O'Conner Field House at 21st & Cleveland. All classes up to 750cc (2 cylinder max.) incl. Powder Puff. 70% p.b./night, bonus paid to overall winners both nights, bonus also to Series winners at end of Series on Mar. 26. Indoor pitting & concessions. Class C tires on rear (front knobbies OK) and silencers req'd; C tires optional for Mini, Micro & Pee Wee. Sign up 4-6 p.m., prac. 6, race 7. Entry: $5 Mini, Micro & Pee Wee; $10 Beg; $15 Ex. Watch $3 adult, $1 6-12, free to under-6. Owyhee Motorcycle Club. Info 208/342-7439 (Ref.), 888-7357 (Asst. Ref.), 459-0010.

UTAH BUNKER HILL MX
½ mi. north of Delta, Utah. All classes. 20% troph. to big bikes, 33% troph. to Minis, 80% Pro p.b. O/N camping, concessions. Sign up 7-9 a.m., prac. 9, race 10. Entry $10 Mini, $15 Sptsmn, $25 Pro. Watch $2 adult, $1 child. Sugarloafers M.C. Info 801/864-2556, 864-3905.

November 27

CYCLE NEWS B TO V POKER RUN AND OFF-ROAD DRAWING
Barstow, CA to Las Vegas, NV. I-15 east to Harvard Rd exit (approx. 20 mi. east of Barstow), right to Frontage Rd, left approx. 4 mi. to Alvord Rd, left again across Frwy to Cycle News motorhome. Open to all motorcyclists. Free event stickers. Super finisher pins. 2 drawings: 1st prize $150; 2nd $100; 3rd $50; plus Cycle News T-shirts, vests and loads of other prizes. Profits go to the Phantom Duck of the Desert and the AMA Legislative Support Fund. Road Bike Drawing at Las Vegas Strip offramp. Off Road drawing at Blue Diamond offramp. Both drawings 3 p.m. sharp. Sign up 8-11 a.m. Entry $ donation. Mail entry, check or money-order entry blank from Cycle News pages to: Cycle News B to V 4, P.O. Box 498, Long Beach, CA, 90801-0498. Info 213/427-7433.

AMA D-36 ARGYLL MX
Race 3 of Hi Point series. Argyll Park, on Hwy 113, 11 mi. south of Dixon, CA. All classes incl. Dinosaur. Troph., Bonus troph. and 100% Pro p.b. Concessions and Parts in the Pits. No pit bikes or dogs. Gate 6:30, prac. 7:30, race 9. Entry $15 Sptsmn, $15 plus 5 Pros. Watch $4, 6-12 $1. Info 916/678-3592, 678-9956.

AMA D-36 FAMILY ENDURO
Training Wheels Family Enduro. 10 mi. east of Georgetown, CA. All classes incl. 4 classes for children; Husband/Wife & Parent/Child teams. Finisher pins & optional 1-loop troph., troph. presented on Sun. Timekeeping school on Fri. 50+ mi. course with 1 gas stop. Camping avail. Green Sticker/License, muffler & spark arrester req'd. 550 rider limit, no D-36 points or buddy riders. Key time 8 a.m. Rider no. determined by postmark. Rain date Dec. 5. Entry $13 for D-36 cardholders & family, $15 non-card holders. Mail entries close Nov. 20. Mail SASE for entry form to: California Enduro Riders Association, c/o Colby Chestnut, 4298 Crescendo Ave, San Jose, CA, 95136. Info 415/462-7988, 965-9558.

AMA D-37 SADDLEBACK MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Info 213/893-1583.

Nov. 27-28

ARIZONA CANYON RACEWAY MX
$10,000 5th Annual Bosch Classic MX. Canyon Raceway, Phoenix, AZ. 1½ mi. west of 99th Ave & Carefree Hwy. All classes. $6,000 awards & troph. to Sptsmn, $4,000 Pro purse. Pro purse paid by moto to 33% of class through 7th. 30 min. Pro motos. Sponsored by Young Cycle Supply, Bosch, PJ1, D.I.D., Cycle-Am, Leader Goggles, Answer Products, Lubri-Tech and Gator Products. Gate 6:30 a.m., prac. 7:30 both days. Sat: Beg, Nov, Mini, Pee Wee, Y-Zinger, OT & 4-stroke race. Sptsmn entry $5 gate (deducted at sign up) + $12 mail, $15 post. Watch $4 adult, $2 child under-12. Sun: Am, Pro & special troph. sweepstakes for top 10 qualifiers from Beg, Nov & Mini Sat. classes. Entry $5 gate (deducted at sign up) + $12 Am/$25 Pro mail, $15 Am/$35 Pro post. Watch $5 adult, $3 child under-12. Mail entry & SASE to: Canyon Raceway, Box 1594 - Black Canyon Stage 1, Phoenix, AZ, 85029 (deadline Nov. 18). Info 602/583-0575, 934-5027.

November 28

CMC CALIFORNIA MX
Prairie City OHV Park, Sacramento, CA. Hwy 50 east to Prairie City Rd., go south, then right on White Rock Rd. and go one mile to track. All classes. 50% troph. to Vets and OTs, 30% to Sptsmn; 100% Pro p.b. Super radical track. Gate 6:30 a.m., prac. 7:30, race 8:30. Entry $10 Sptsmn, $15 Pro. Gate $5. Star Promotions. Info 209/571-0122.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. All classes. Cash p.b. to Pros, 30% brass to Sptsmn. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

SRA CALIFORNIA GP
Riverside International Raceway, off Hwy 60, Riverside, CA. All classes. Finisher pins & 20% troph. O/N camping OK, no play bikes. Gate 4 p.m. Sat., prac. 8 a.m. Sun, race 9. Entry $15 mail, $20 post, add $1 for non-memb. Sportsman Racing Association. Info 714/828-1358.

CMC CALIFORNIA MX
Baylands Raceway Motor-Rama. Baylands Raceway, 44333 Christy St., Freemont, CA. Take Durham Rd exit off Hwy 17 or 680. All classes. 30% troph. All four tracks will run: MX, Drags, 3-wheelers & Carts. CMC memb. req'd. Gate 9 a.m., prac. 10, race 11. Entry $12 Sptsmn, $15 Pro. Watch $5 adult, $2 7-12. Info 415/651-2545.

AME CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126, park is on left. All Classes. Pro p.b., 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $10 Sptsmn, $17 Pro ($15 to Pro p.b.); AME memb. ($20) req'd. American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to fifth, $1005 Ex. purse (15 rider min./class), 100% p.b. if less than 15. Camping ($2), concessions. Gate 5 a.m. Split program: Nov prac. 8:30, race 10; Int & Ex prac. approx. 1 p.m., race 1:30. Entry $5 gate, $8 Sptsmn, $20 Ex. Info 214/882-4215 (Bill Law).

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6

gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

TEXAS MARSHALL MX
Marshall Creek Cycle Park, Marshall, TX. Hwy 114 from Dallas to right on Marshall Creek Rd, or Hwy 35 to 114E to Marshall Creek Rd. Troph. to 6th, $900 Pro purse or 100% p.b. if less than 15 entries. Approved silencer, 3 no. plates & sign up before prac. req'd. No O/N camping. Gate 5 a.m. Split sched: Nov prac. 8; Ex sign up noon. Entry $10 Sptsmn, $15 Pro. Info 214/270-3908.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 of Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 gauranteed purse. Split sched: Nov 9 a.m., Int/Ex approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am, $10 Ex. Info 713/482-7593, 817/694-2901.

CALIFORNIA CORAL CANYON MX
Campo, CA. I-8 E to Buckman Springs Rd exit, follow signs posted. All classes. Sptsmn troph. to 3rd, 100% Pro/Ex p.b. Free camping by permit. Spark arresters req'd; event held on Cleveland National Forest Land. Sign in & prac. Sat. 6:30-9:30 p.m., Sun. 6-8:30 a.m. Rider's meeting 8:45, race 9. Entry $10 Sptsmn, $15 Pro/Ex. Watch $2.50 adult (over-12). Info 714/478-9145.

AMA D-36 SEARS POINT MX
Sonoma, CA. Hwys 37 & 121, 30 min. north of the Golden Gate bridge. All classes incl. Dinosaurs & Beginners. Bonus troph. All-new challenging course each race of series: Nov. 28, Dec. 5 & Dec. 12. Gate 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry: $10 Sptsmn; $15 Ex.; $5 gate, $1 child 6-12 (under-6 free). Info 707/938-8448 (Bob).

ERA OREGON MX
Franklin, OR. Hwy 36 or Florence cuttoff through Cheshire to Territorial Rd, turn left, track next to grade school. All classes, 5 rider min./class. 33.33% Sptsmn troph., 100% Pro p.b. Protective clothing, 3 no. plates, helmet no. & muffler req'd. Sign in 9 a.m., prac. 10, race 11. Pro-Am memb. $10. Entry $6 Sptsmn, $10 Pro, add $1 if you forget Pro-Am card, add $2 for non-memb. Watch $3 adult, $2 6-17 (with student body card), under-6 free. Emerald Racing Association. Info 503/688-1274.

December 3

CALIFORNIA SWAP MEET
National Orange Showgrounds, I-15E to Orange Show Rd exit, San Bernardino, CA. Open 6-10 p.m. Free parking. 1000s of parts, access. & bikes. Sellers move in 1-4 p.m. 10x10 space $15, 10x15 prime space $25, motorcycles for sale $10 ea. Intershows, P.O. Box 2910, Mission Viejo, CA, 92690. Info 714/498-6861, 498-2034 (24 hr).

December 4

ADRA ARIZONA DESERT RACE
6th Annual Sonoita to Rocky Point Hare 'n Hound. The Arizona Desert Racing Association, 1408 E. Granada Rd., Phoenix, AZ, 85006. Info 602/252-1900.

ARIZONA PHOENIX NIGHT MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 4:30 p.m., prac. 6, race 7. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc./Roger Jones & John Ohanesian. Info 602/867-4769 (John).

OREGON INDOOR NIGHT ST
Benton County Fairgrounds, 110 SW 53rd, Corvallis, OR. Sptsmn classes Mini-500, Pro 250 & 500. Class C tires (except mini), muffled & "non-smoker" bikes only. Sign up 6 p.m., prac. 7, race 8. Entry $6 Sptsmn, $12 Pro. Watch $3 adult, $2 6-18, under-6 free (with adult). Willamette Valley Cycle Club/Trak-Tak Racing Specialties. Info 503/ 928-7205, 753-0566.

December 5

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy), 443-1610 (Bo).

CRC CALIFORNIA GP
Merry Christmas Gran Prix. Indian Dunes, Valencia, CA. Info 714/689-6114.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. 2 long motos and cash for Pros; 2 motos and brass for Sptsmn. Entry $12 Sptsmn, $15 Pros; CRC memb. req'd. Gate 7 a.m., prac. 8, race 9:30. California Racing Club. Info 213/830-7519.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $705 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $8 Sptsmn, $10 Ex. Gate $4. Info 214/245-4693.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

AME CALIFORNIA MX
Sprockets Park, Bakersfield, CA. All classes. Pro p.b., 30% Sptsmn troph. Free O/N camping. Gate 7 a.m., prac. 8, race 9. Entry $10 Sptsmn, $17 Pro; ($15 to Pro p.b.); AME memb. ($20) req'd. American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

AMA D-36 SEARS POINT MX
Sonoma, CA. Hwys 37 & 121, 30 min. north of the Golden Gate bridge. All classes incl. Dinosaurs & Beginners. Bonus troph. All-new challenging course each race of series: Nov. 28, Dec. 5 & Dec. 12. Gate 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry: $10 Sptsmn; $15 Ex.; $5 gate, $1 child 6-12 (under-6 free). Info 707/938-8448 (Bob).

ERA OREGON MX
Franklin, OR. Hwy 36 or Florence cuttoff through Cheshire to Territorial Rd, turn left, track next to grade school. All classes, 5 rider min./class. 33.33% Sptsmn troph., 100% Pro p.b. Protective clothing, 3 no. plates, helmet no. & muffler req'd. Sign in 9 a.m., prac. 10, race 11. Pro-Am memb. $10. Entry $6 Sptsmn, $10 Pro, add $1 if you forget Pro-Am card, add $2 for non-memb. Watch $3 adult, $2 6-17 (with student body card), under-6 free. Emerald Racing Association. Info 503/688-1274.

ARIZONA SUN GP
Canyon Raceway, Phoenix, AZ. 1½ mi. west of 99th Ave & Carefree Hwy. All classes incl. sidecars. Troph. presentation after last race, $1000 Pro purse. No playbikes. Races at 8 a.m., 10 & Pros race at noon. Mail entry $30, $40 post, $40 sidecar, $50 Pro. Sun Motorcycle Club. Info 602/945-4433 (Tony).

December 10

CALIFORNIA SWAP MEET
National Orange County Fairgrounds, south end of Newport 55 Frwy, Costa Mesa, CA. Open 6-10 p.m. Free parking. 1000s of parts, access. & bikes. Sellers move in 1-4 p.m. 10x10 space $15, 10x15 & prime space $25, motorcycles for sale $10 ea. Intershows, P.O. Box 2910, Mission Viejo, CA, 92690. Info 714/498-6861, 498-2034 (24 hr).

December 11

OREGON INDOOR NIGHT ST
Jackson County Expo Park, off I-5, Medford, OR. All classes. Youth & Pro money. Part of 2nd annual Indoor Motorcycle Race Championship Series. Beer & food concessions. Sign up 6 p.m., prac. 7 p.m., race 8. Entry $10 Pro, $6 second bike & youth. Watch $4 adult, $3 Student (through 12th grade), under-6 free. Info 503/476-4404.

December 12

CMC CALIFORNIA MX
Prairie City OHV Park, Sacramento, CA. Hwy 50 east to Prairie City Rd., go south, then right on White Rock Rd. and go one mile to track. All classes. 50% troph. to Vets and OTs, 30% to Sptsmn; 100% Pro p.b. Super radical track. Gate 6:30 a.m., prac. 7:30, race 8:30. Gate $5. Entry $10 Sptsmn, $15 Pro. Star Promotions. Info 209/571-0122.

CRC CALIFORNIA ENDURO
Santa Claus family enduro. Lucerne, CA. All classes. 10% class troph., 100% finisher troph. 2 loops (approx. 35 mi. ea.); Women, Minis & C-16 go one. Start 8 a.m. Mail entry $18, post $21, non-memb. add $4. California Racing Club. Info 714/689-6114.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

AMA D-37 SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

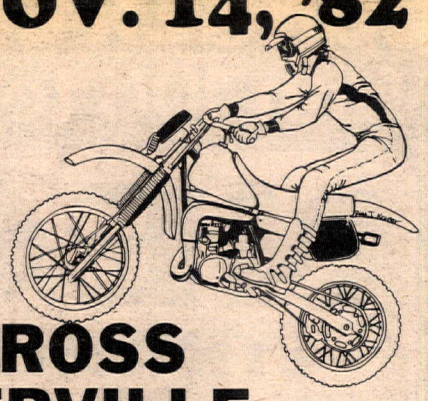
TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to fifth, $1005 Ex. purse (15 rider min./class), 100% p.b. if less than 15. Camping ($2), concessions. Gate 5 a.m. Split program: Nov prac. 8:30, race 10; Int & Ex prac. approx. 1 p.m., race 1:30. Entry $5 gate, $8 Sptsmn, $20 Ex. Info 214/882-4215 (Bill Law).

AMA D-36 SEARS POINT MX
Sonoma, CA. Hwys 37 & 121, 30 min. north of the Golden Gate bridge. All classes incl. Dinosaurs & Beginners. Bonus troph. All-new challenging course each race of series: Nov. 28, Dec. 5 & Dec. 12. Gate 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry: $10 Sptsmn; $15 Ex.; $5 gate, $1 child 6-12 (under-6 free). Info 707/938-8448 (Bob).

AMA D-36 MARYSVILLE MX
"E" St. Bridge Track, Marysville, CA. Hwy 70 to N. Beale Rd (at south city limit), then go over levee on Shad Rd. All classes. Run rain or shine, pits sheltered by bridge. No riding the day before race. Parts in the Pits. Free camping. Gate 6:30 a.m., sign up 7, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 child, under-6 free. Info 916/695-2727 (promoter), 695-2088 (D-36 Official).

SUNDAY NOV. 14, '82

Spinners AIRPORT RACEWAY



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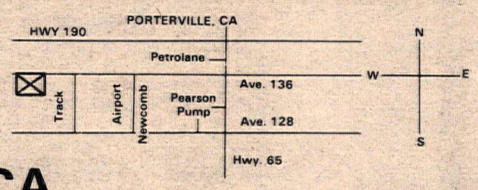
ENTRY:
NOV, INT $10.00
PRO, EX $15.00

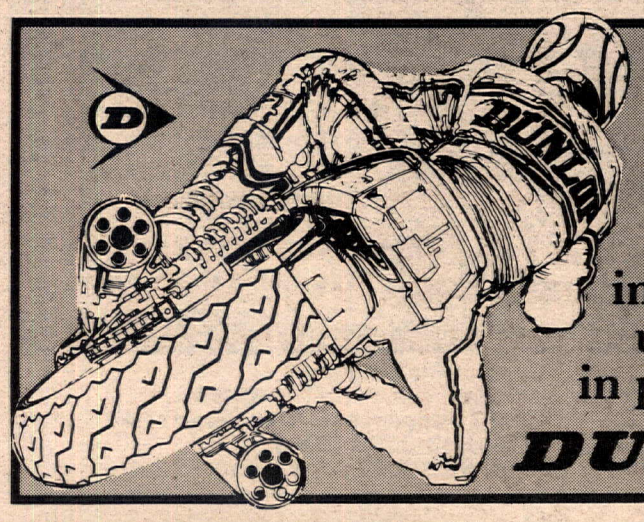
GATE OPENS 6:30 a.m.
PRACTICE 8:00 a.m.
RACE 9:00 a.m.

FOR INFORMATION: (209) 784-0897

Spinners AIRPORT RACEWAY



PORTERVILLE, CA



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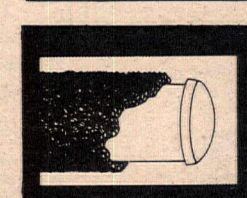

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DISTRICT 37

AFM 1982 Race Schedule
Nov. 14 — Willow Springs
Dec. 12 — Riverside
12422 Timber Creek Lane (213)
Cerritos, CA 90701 926-2583

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(213) 868-8112

DIST. 37 SCHEDULE
DISTRICT 37 AMA
Nov. 14 — Sunrise MX, Adelanto Lightweights Dirt Track
Nov. 21 — So. Cal. H&H, Fremont Valley DeAnza MX, DeAnza
Nov. 27 — San Gabriel Valley Euro Scrambles
*** Get on the D-37 info mailing list. You get posters, newsletter, advertisement... Free. Just mail your address to: P.O. Box 409, Hesperia, CA 92345 ***

AMA DISTRICT 38 "WHERE THE DESERT RACER RATE!"
3rd Annual Mine Shaft Hare Scrambles
By Fudbucker Racing
Sunday Nov. 14
Start 10 a.m.
● Four 25 mile loops ●
Bike and ATC's ● Entry Fee $12.00
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For More Info:
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DETAILS IN THE CALENDAR SECTION

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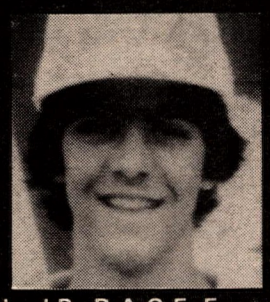

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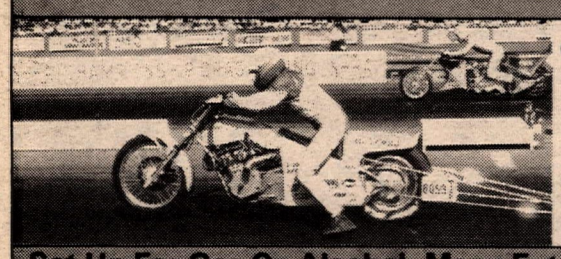

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AFM CALIFORNIA RR
Riverside International Raceway, off Hwy 60, Riverside, CA. American Federation of Motorcyclists. Info 213/926-2583.

SRAC COLORADO RACE
Berthoud Track, Berthoud, CO. Valley Dirt Riders. Info 303/433-0508 (SRAC hotline), 532-2558 (Felix).

AMA D-37 JACKRABBITS H & H
Freemont Valley, CA. Limed from Randsburg Rd & Randsburg town. All D-37 desert classes. Finisher pins. Last race of the year. 1st loop 35 mi. (easy), 2nd loop 65 mi. (tough), alternate gas (club will deliver your can). Pie plates welcome. Start 9 a.m. Entry $15. Jackrabbits M.C. Info 213/830-5385.

December 18

AMA D-36 ARGYLL MX
Final race of Hi Point series. Argyll Park, on Hwy 113, 11 mi. south of Dixon, CA. All classes incl. Dinosaur. Troph., Bonus troph. and 100% Pro p.b. Concessions and Parts in the Pits. No pit bikes or dogs. Gate 6:30, prac. 7:30, race 9. Entry $15 Sptsmn, $15 plus 5 Pros. Watch $4, 6-12 $1. Info 916/678-3592, 678-9956.

December 19

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy), 443-1610 (Bo).

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. 2 long motos and cash for Pros; 2 motos and brass for Sptsmn. Entry $12 Sptsmn, $15 Pros; CRC memb. req'd. Gate 7 a.m., prac. 8, race 9:30. California Racing Club. Info 213/830-7519.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

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Road Runs

November 7

CALIFORNIA BRITISH ROAD RUN
Hansen Dam Park, off Frwy 210, near Pacoima, CA. If you wish to exhibit in Antique British Motorcycle display, contact Pat in advance. 75 mi. scenic desert & mountain course. Free soda & hotdogs at finish. Pins for all entrants. Start 9:30 a.m., finish 3 p.m. (approx.). No entry fee. Info 213/747-0800 (Pat, x212), 714/996-8200 (Gary).

November 14

SOUTHERN CALIFORNIA TURKEY RUN
Second Annual GWRRA Turkey Run. San Bernardino, CA. Troph. for concurrent bike show, pins, $7500 worth of door prizes; grand prize Honda ATC185. Secret route for 125 mi. Free coffee & donuts at sign up, Harrison Reno Honda, 208 E. Baseline, San Bernardino, CA. Sign up 8-10 a.m. Info 714/883-6653 (Les).

November 21

AMA D-37 UEA POKER RUN
Second annual Pine Tree Poker Run. Temple City, CA. Finisher pins and prizes for high and low poker hands. 150 mi. of desert and mountain roads. Special Temple City Honda discounts for riders on day of poker run. Free coffee & donuts at 7:30-9 a.m. sign up: Temple City Honda, 9228 E. Las Lunas, Temple City, CA. Entry $6, D-37 Road Riders deduct $1. AMA memb. not req'd. After 7 p.m., info 213/633-3369 (Ed), 968-6856 (Chris).

November 27

CYCLE NEWS B TO V ROAD RUN
Barstow, CA to Las Vegas, NV. See listing in regular calendar section under Nov. 28. Info 213/427-7433.

CALENDAR LISTING

FREE

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

Arizona Fall MX Series Champions

PEE WEE AM	
Jimmy Button	Yam
Damon Watkins	Yam
Chip Young	Yam
PEE WEE NOV	
Tyler Davis	Yam
Morgan Adams	Yam
Ernie Moseley	Yam
Y-ZINGER	
Chucky Cook	Yam
Brian Cook	Yam
Kevin Kinman	Yam
80 BEG	
Tim Burke	Yam
Kevin Cook	Yam
Chip Young	Yam
80 STK NOV	
Brent Wineland	Suz
Nick Pietrasic	Kaw
Scott Ardema	Hon
80 MOD NOV	
Brent Wineland	Suz
Nick Pietrasic	Kaw
Pat Loughran	Yam
MINI STK AM A	
Bryan Bruner	Kaw
Dennis Parker	Yam
John Moran	Yam
MINI STK AM B	
Shawn Hilton	Yam
Craig Nielson	Yam
Billy Carlson	Kaw
125 BEG	
Scott Stapp	Hon
Robert Stenner	Yam
Mike Pipes	Suz
125 STK NOV	
Keith Watkins	Suz
Garo Rolnik	Suz
Larry Hamen	Yam
125 MOD NOV	
Keith Watkins	Suz
J.R. Kelly	Suz
Dave Townsend	Yam
125 STK AM	
Robert Mason	Kaw
Richie Dobbs	Yam
Scott Booher	Kaw
125 MOD AM	
Richie Dobbs	Yam
Robert Mason	Kaw
Art Rose	Suz
125 EX	
Chappy Blose	Hon
Billy Dalton	Hon
Eric Kirk	Kaw
250 BEG	
Adam Vesely	Kaw
J. Kristjanson	Yam
Dave Perling	Kaw
250 NOV	
T.J. Morrow	Yam
Chuck Haynes	Hon
Jeff Adams	Hon
250 AM	
Larry Witt	Suz
Craig Goodnuff	Hon
Dave Daniels	Suz
250 EX	
Timbo Richardson	Hon
Chappy Blose	Hon
Bobby White	Hon
OPEN BEG	
Steve Sauro	KTM
Bob Burek	Mai
Dan Allen	Yam
OPEN NOV	
Bob Dean	Hon
G. Smith	Yam
Bruce Franzen	Kaw
OPEN AM	
Bill Lynch	Hon
Larry Noel	Yam
L. Leonard	Yam
OPEN EX	
James George	Suz
Glen Dawson	Hon
Bob Tomaw	Hon
OT NOV	
Larry Rinehart	Hon
Dave Brosuis	Hus
Ed Deedler	KTM
OT AM	
Rick Myers	Hon
Mike McIntyre	Hon
Rick Tabor	Yam

Texas Cross Country Racing Assoc. Race Decatur, TX Oct. 24, 1982 By Christine Estes

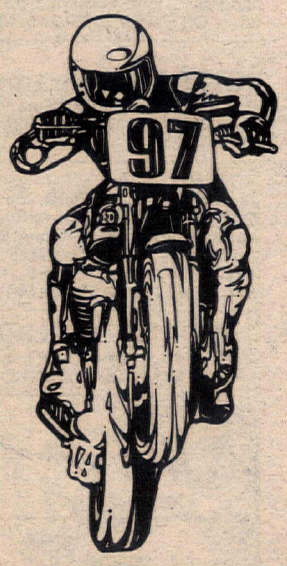
BIG BIKE OVERALL	
Adam Cox	
SMALL BIKE OVERALL	
Cole Knight	
PRO	
Randall Tarter	
Marty Layland	
David Greenhill	
Paul Paynter	
Mitch Milson	
OPEN EX	
Adam Cox	
Andrew Cooksey	
David Catlett	
Raymond Powell	
Lonnie Vann	
250 EX	
Keith Richardson	
Stuart Connell	
Lennis Faulk	
Jerry Jones	
David Muckey	
200 EX	
Cole Knight	
Mike Connell	
Casey Baufield	
Alan Johnson	
Ken Watkins	
125 EX	
Glen Boyett	
Matt Smith	
Danny Doss	
Gerald Flippin	
Rick Riccardi	
OVER 30 EX	
Harold Kendrick	
Sonny Truitt	
Dwight Leatherwood	
Ed Terrell	
Mike Peterson	
OVER 30 INT	
David Folmar	
Les Stults	
Billy Hutson	
Joe Pannell	
David Hartig	
MINI SR	
D.L. WOod	
Doug Matheny	
Jason Haggard	
Brad Rhoten	
Troy Delamar	
MINI JR	
Mike Davis	
Rick Denny	
Chad Clifford	
Darin Shirley	
Brook Matthews	
PP	
Amanda Abbott	
Debbie Walls	
Cathy Johnson	
OVER 40 AM	
John Talbert	
Chuck Matheny	
Bill Fleming	
Rick Abbott	
Glen Waters	
OPEN AM	
Rick Schimmel	
Brandt Lucido	
Robert Walls	
Wayne Kidd	
Cliff Engel	
250 AM	
Lennis Faulk	
Larry Dodson	
Tom McCrosky	
Bubba Waters	
Dennis Starkey	
200 AM	
Richard Catlett	
R. Cooper	
Darrell Bailey	
Danny Catlett	
Steve Gillis	
125 AM	
Darrell Lamance	
Tom Ehmke	
Mark Mills	
Edwin Young	
Robert Zummallen	
OVER 30 AM	
Eddie Gillis	
Kerry Foster	
Ronnie Mullen	
David Stevens	
Bobby Price	

AMA D-37 Desert Point Standings for third quarter 1982 By Jim Lang

HEAVYWEIGHT	
Lee Scheffers	3220
Mike Mulconery	2950
Chris Crandall	2810
Dan Ashcraft	2770
Dan Smith	2480
Phil Cloward	1790
Mark Molina	1580
Dave Chase	1560
Ron Shuler	1465
James Rapp	1420
Chuck Stearns	1400
John Clarich	1320
David Wasden	1300
Guy Kibbe	1270
Ken Oviatt	1240
Dennis Lovell	1215
Jeff Bennington	1200
Mike Hauss	1170
Ken Bunting	1050
Dean Criske	955
Oliver Rathlein	933
Murray Kapko	920
Rick Price	860
Jeffrey Lesovsky	840
Ronald Patrick Jr.	798
Howard McCasland	720
Mike Holmes	715
Dan Davidson	690
Steven Williams	663
Craig Harris	660
HEAVYWEIGHT VET	
William Saltzman	3530
Terry Thompson	2780
Richard Jackson	1980
Gary Charters Sr.	1850
Ralph Smith	1845
Jim Lang	1580
Jan Morrison	1450
Steve Hollister	1390
Darryl Ellis	1390
Ron Nelson	1140
Steve Thompson	1115
Joe Jazarowski	1000
Ralph Wight	880
John Thompson	875
Mark Force	800
Wayne Langner	790
Bob Freeman	720
Rex Pitts	660
Emil Hunter	655
Bill Childiers	630
George Jaggard	610
Steve Martin	610
Bruce MacDonald	600
Earl Shuler	600
Ron Burski	595
Gary Ames	590
Tom Bingenheimer	547
Greg Tagliaferri	535
Bill Howell	530
Tim Gilligan	490

AMA D-36 Black Plate Standings as of Sept. 30, 1982 By Bill Spencer

SPORTSMAN	
Chris Carr	314
Aaron Hill	268
Bruce Johnson	249
Joe Knight	197
Dave Boyles	118
Dave Ryan	112
P.J. Sanchez	103
Ken Netto	87
Chad Felicio	87
Danny McDonnell	79
Mike Arthur	64
Doug Chandler	59
Dale Hansen	52
Mike Gresham	48
Jon Eichelbaugh	46
Kevin Hugill	45
Greg Gray	45
Bob McDonnell	43
Keith Day	41
Chris Roehlk	42
MINI	
Winkie Freitas	206
Tommy Carriger	93
Steve Mayfield	65
Mike Macedo	63
Kelley Fischer	50
Ronnie Hayes	48
Jeff Pestana	45
Jeremy Chisum	28
Dean Vincelet	21
Danny Cahoon	14



TROPHY PICKUP

Shamrocks Team Race trophies can be picked up in the Desert at every race until the end of the year. (43/45)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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BELL MOTO 3 '80 SNELL $104.96
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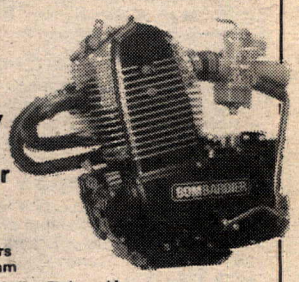

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5 years experience required. BELLFLOWER YAMAHA, Bellflower, CA. (213) 925-5097. (243/TFN)

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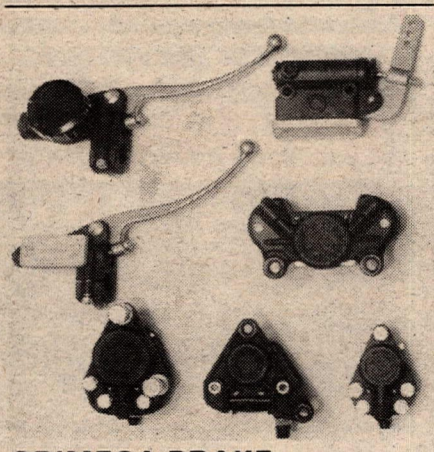

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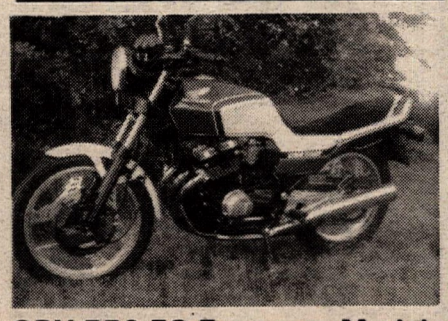

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New, will ship anywhere. Call Stan, (305) 326-1204 days; (305) 434-7562 nights. (344/45E)

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'78 HUSQVARNA 390CR, excellent condition, fast, reliable, must sell, need cash for moving, any offer takes it home. Asking $645. Days (714) 891-2977, evenings (714) 951-0260, ask for Terry. (144/45)

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1983 Motorcycle Book Catalog:
Ariel to Zundapp. Service manuals, brand histories, racing, etc. 450 titles. $1. HOSKING CYCLE WORKS, RFD #1, Box 136, Accord, NY 12404. (914) 626-4231. (142/43E)

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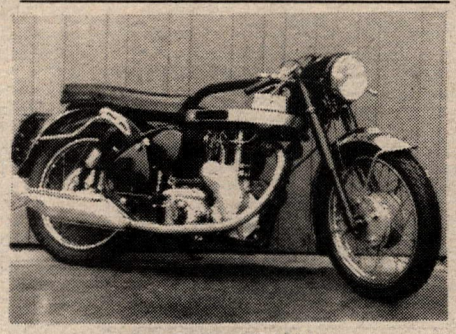

'66 Velo Venom Clubman
Excellent original shape, fresh valves, guides,a nd bore. Overhauled mag. 6500 miles, trade plus how much (?) for your F/BED Norton International in like condition. John Foyston, 3937 S.W. Huber, Portland, OR 97219. (503) 245-4323. (144E)

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TZ250H: SPARES KIT, wide wheels, Dunlops, fairing, $4,000. TZ750D, mags, wires, rains, 16" front, Shepp swingarm, fairing, 3 sets pipes, 2 sets carburetors, spare ignitions, cranks, cylinders, pistons, rings, clutches, radiator, water pump, gears, seat, hoses, swingarm, off-set sprockets, $6,000. Wayne (312) 971-2602. (144E)

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1500 miles, like new, WP gas shocks, plus extras. $1200 OBO. (213) 670-7918. (344)

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Race ready kit $119.95 ea. (incl. everything except numbers). Air Box...$69.95 ea. Fork Guards ...$12.95 pr. Louver Side Panels...$18.95 pr. Air Ram front plate...$16.95 ea. Louver Rad. Scoop... $12.95 ea. Plastic numbers with mount screws... $1.00 ea. Specify — white, yellow, red. Add shipping charges...$2.00. FINISH LINE RACING PRODUCTS, 6852 Naomi Ave., Buena Park, CA 90620. (714) 522-3336. (144/45E)

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'81 Husky 430 CR
Hardly ridden, bought new Nov. '81, many extras. Excellent condition. Leaving town, $1200 OBO. (213) 596-7858 or (714) 523-3149. (144/45)

HUSKY 1979 390WR, $745. CALL (213) 961-3787 or (714) 597-5135. (144/45)

Yamaha Garage Sale
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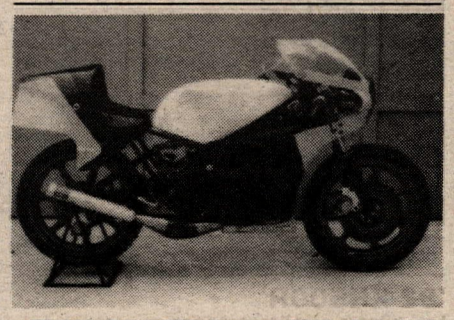
Recovered from theft, complete except for shocks and forks. After 5:00 p.m., Steve (213) 326-6893. (144/47)

'77 RD 400DR
Bike has everything including Daytona seat and tail light section. New top-end, S&W street strokers, rearsets, ported top-end, Coffman pipes, new tires and much, much more. Bike is in perfect mechanical condition. This is a fine example of a rare breed. $1400 OBO. Ask for Bill, anytime, (714) 991-4316. (344/45)



TZ 250, CALL FOR details, $2400. Greg (714) 557-2637. (144)

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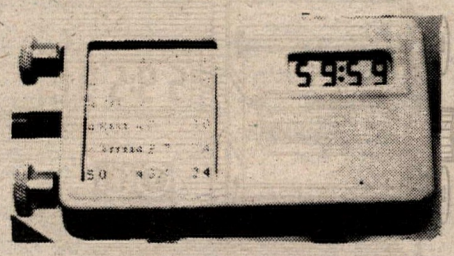

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Course fee includes leathers, helmet, boots & gloves. Riding seminar by Keith Code and a track prepared Kawasaki/Kerker GPz550. You ride at least 40 miles on the track. NEW DATES: Nov. 14, Laguna Seca, Nov. 26 & Dec. 11, Riverside International Raceway, P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCE RESERVATIONS REQUIRED. (244/45)

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Excellent condition, many extras. $1050 OBO, must sell. (213) 869-0304 after 5 p.m. (144)

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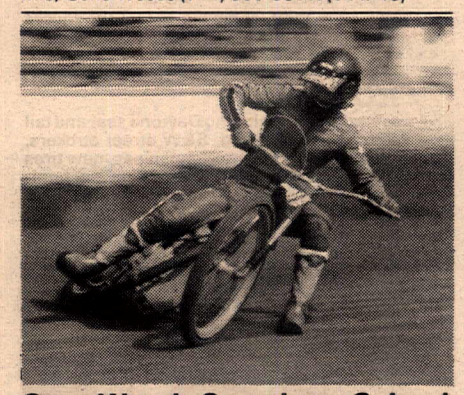
1 Godden with 2 wins, 1 center port Jawa long stroke, one of only six in the U.S. Best of everything, both bikes have too many extras to list. Call for more info, Gene Woods (714) 966-3011. (144/45)



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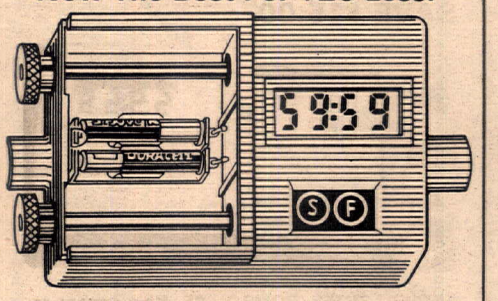

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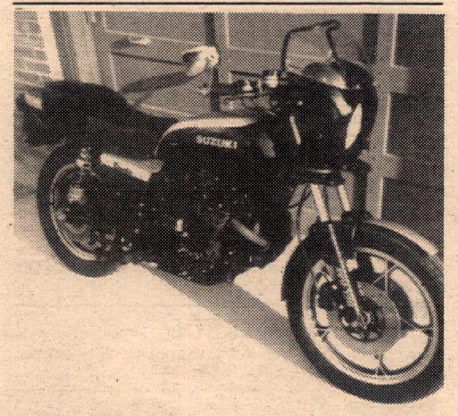
1983 Suzuki RM80D Pipe
In stock and available from DG Performance. All new RM80D pipe increases top-end and adds more mid-range power. Retails for $84.50. Contact your local dealer or: DG PERFORMANCE SPECIALTIES, INC., 1230 La Loma Circle, Anaheim, CA 92806. (714) 630-5471 (inside California), (800) 854-9134 (outside California). (244/TFN/EOI)

'79 KZ1000 MK II
Dunlop 291S tires, Superbike bars, steering damper, S&W shocks, Kerker pipe, dark blue metallic Imron paint, low miles, $2195. (714) 895-5419. (343/46)

'80 Kawasaki 440 LTD $800
Immaculate condition, must sacrifice, going in Army. First $800 takes it. Evenings (213) 534-1894. (144)



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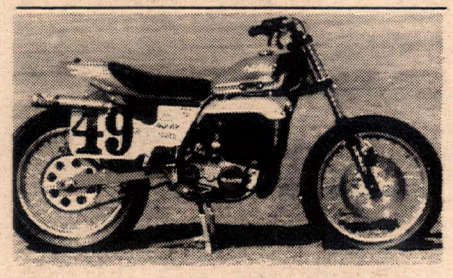
This is the ultimate street turbo welded crank MTC pistons, cams, water injection S&W suspension, incredible detail throughout. No detail left undone $3,495. (415) 283-7487. (343/44)



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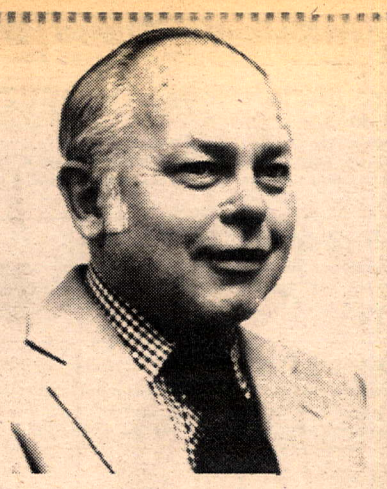

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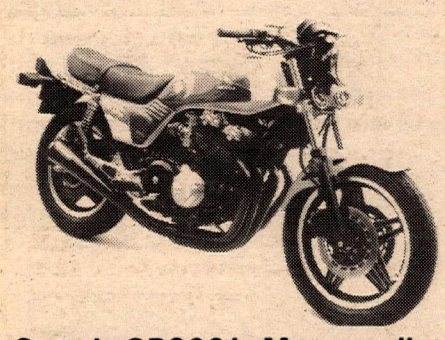

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CB900F featured in Motorcyclist magazine July 1982, street legal, less than 1000 miles. Serious inquiries only. Best offer. ONTARIO MOTO TECH, (213) 766-7101. (143/44E)

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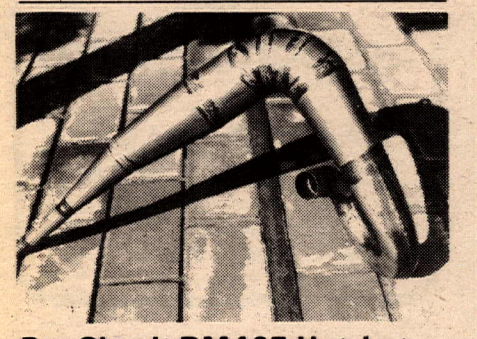

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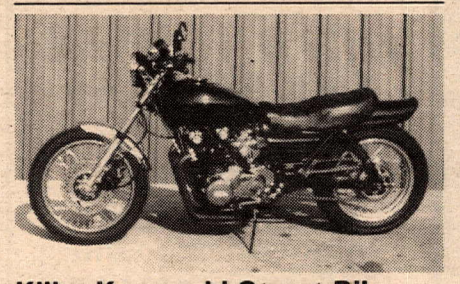
3 rides, extras, Metzeler, $1075. (714) 866-7625 or 585-4742. (343/46)



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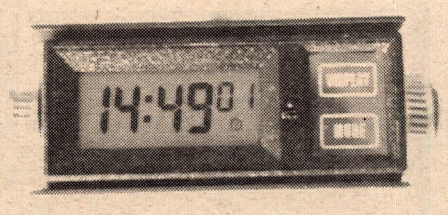

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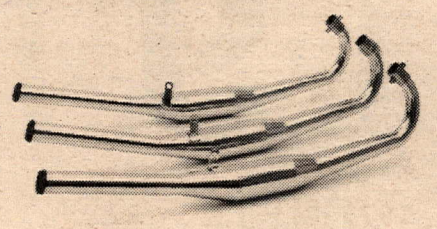

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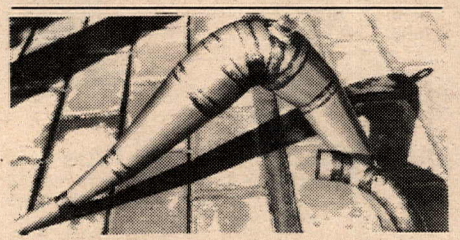

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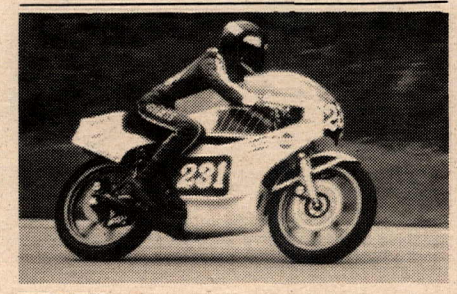

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Excellent condition, less than 9,000 miles. Bought new FEb. '79. Must sell, $1550 OBO. (213) 670-8075. (343/44)

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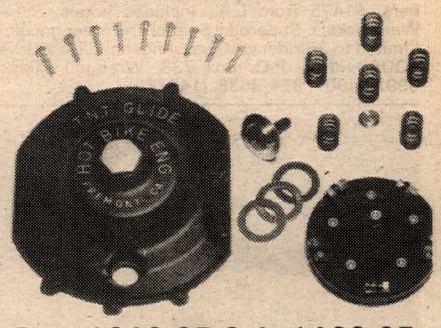

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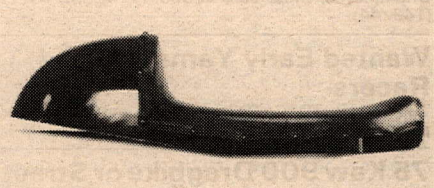

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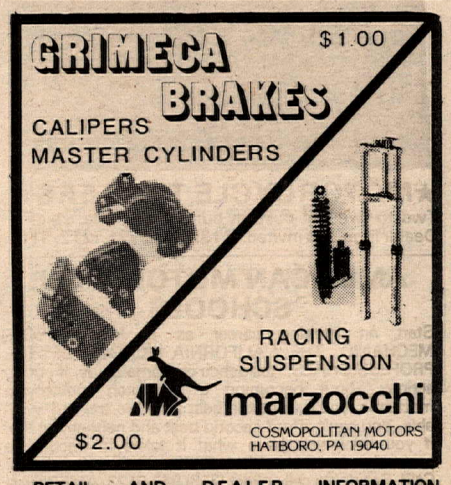

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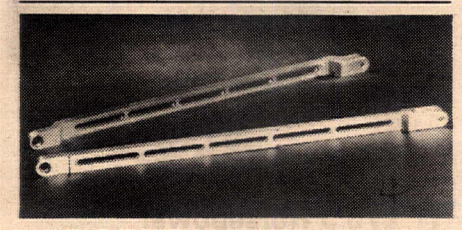

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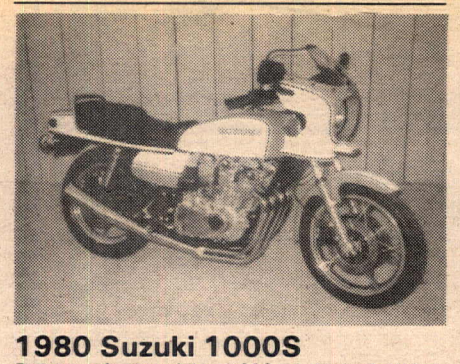

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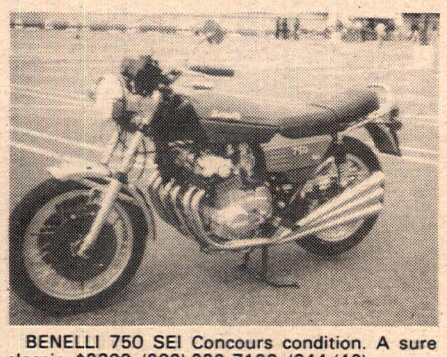

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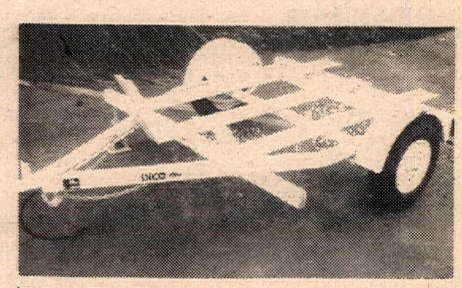

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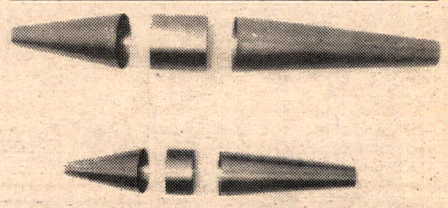

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Blind Box Service Charge $5.00

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No cancellations after 5:00 p.m. Thursday

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Friday noon for the following Wednesday's issue. Fill in the Visa/Master Charge blank or send check or money order to: Above Address

Signature _____
Card Expires _____

Please fill in your complete account number and expiration date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

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29	30	31	32	33	34	35
36	37	38	39	40	41	42
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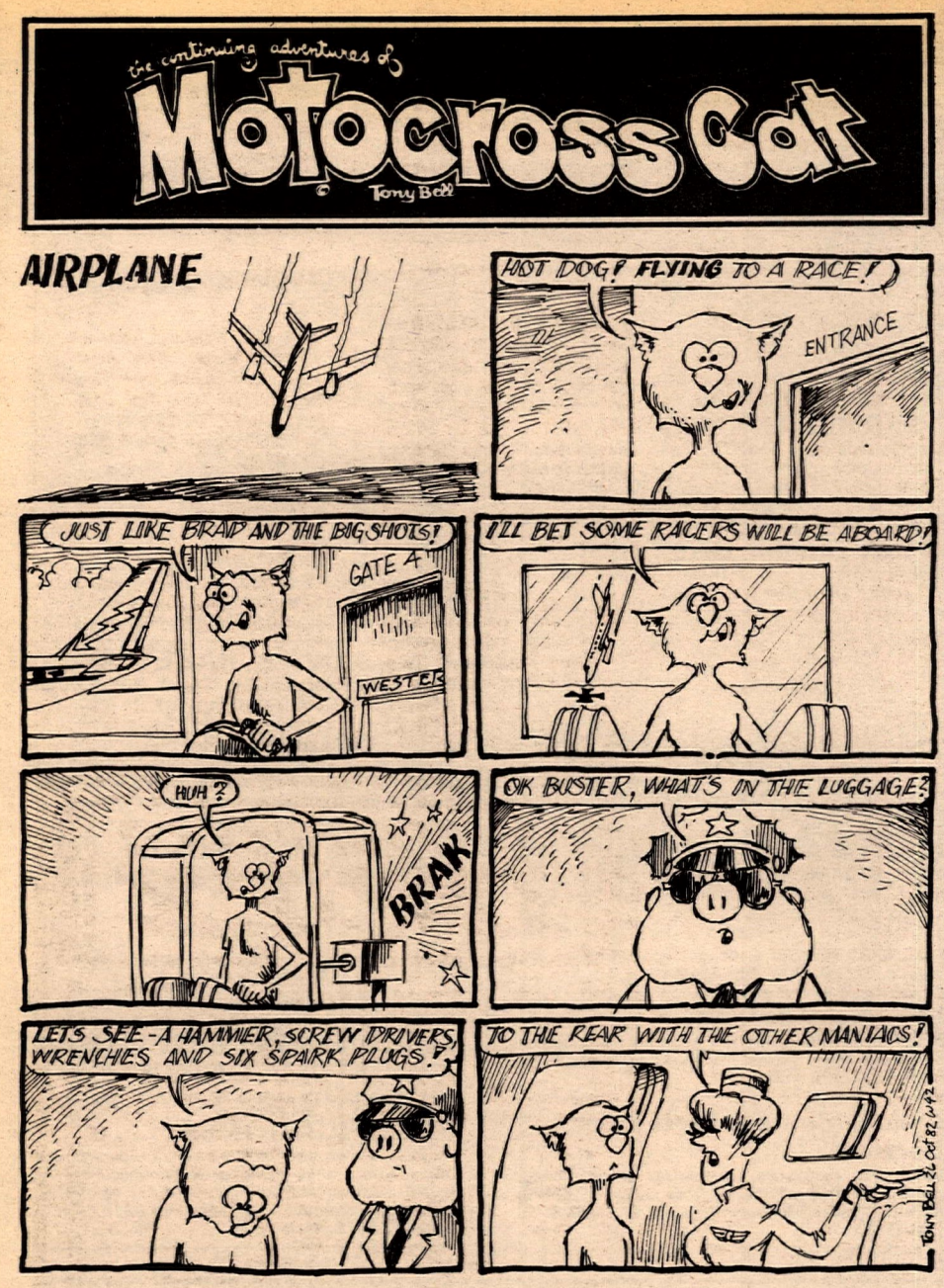

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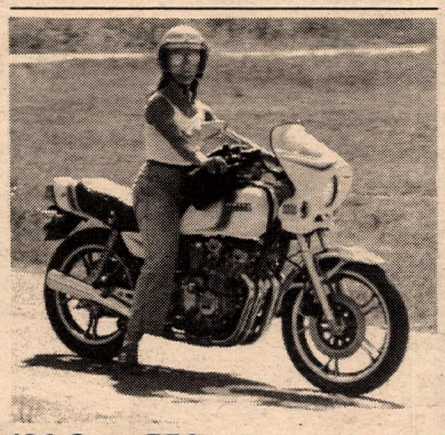

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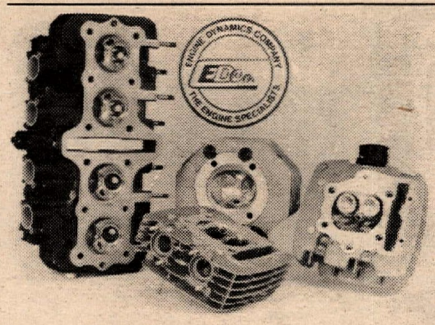

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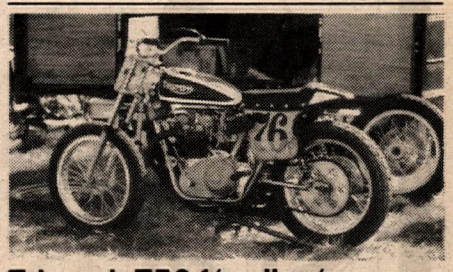

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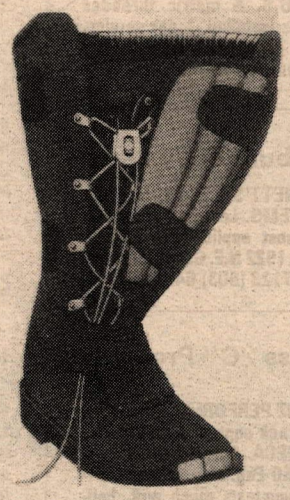

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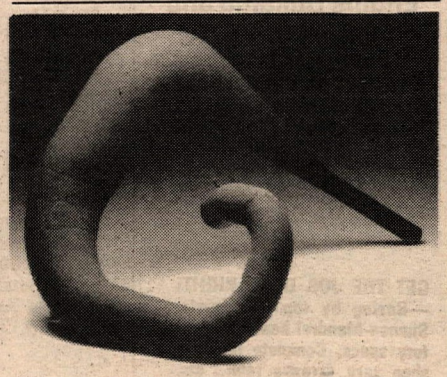

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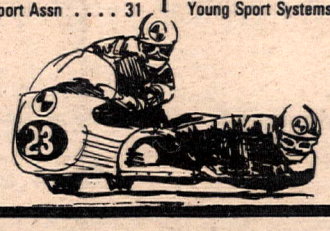

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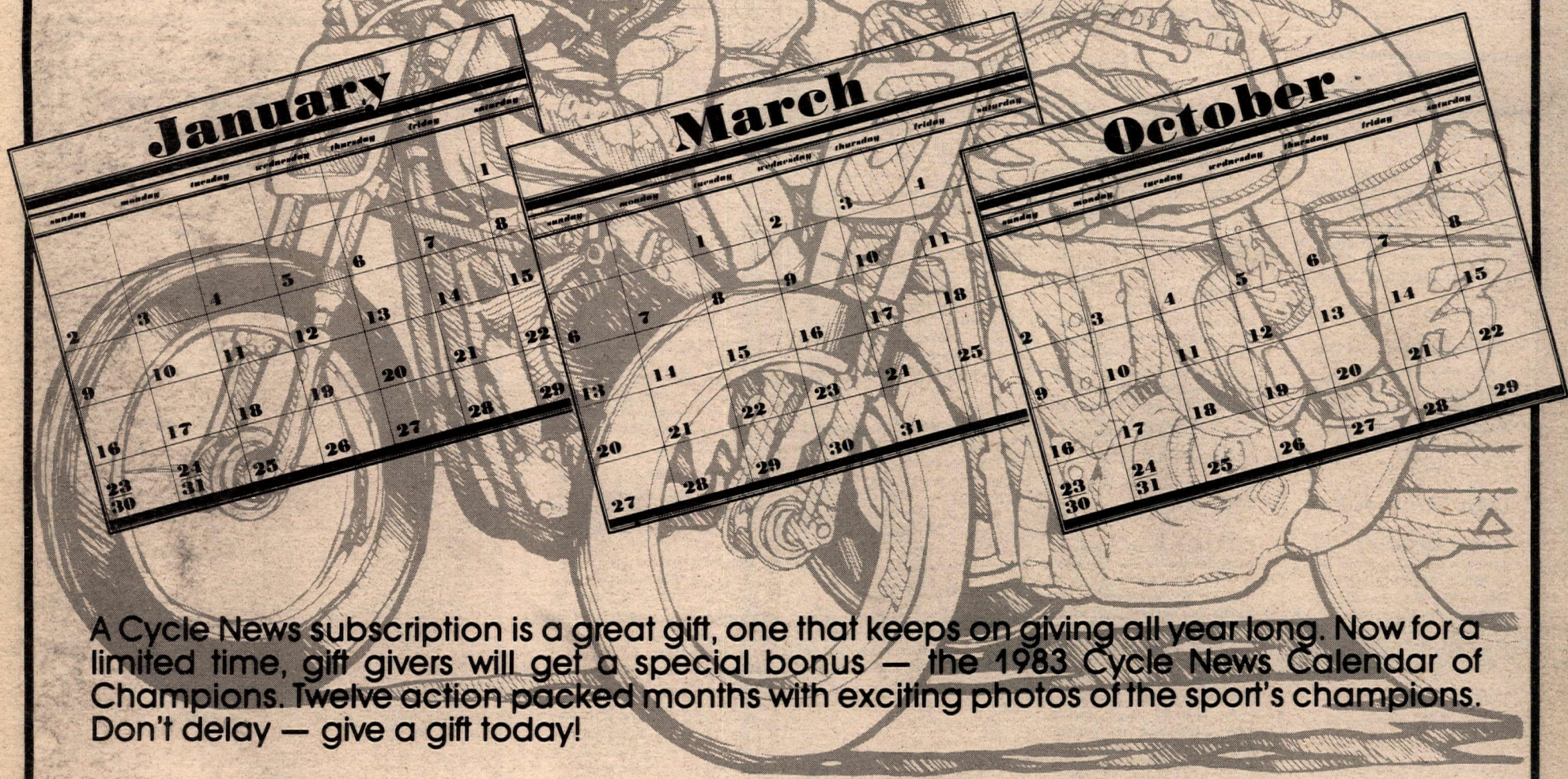

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